



U.S. Department  
of Homeland Security  
**United States  
Coast Guard**

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## LOCAL NOTICE TO MARINERS

**District: 1**

**Week: 24/08**

COASTAL WATERS FROM EASTPORT, MAINE TO SHREWSBURY, NEW JERSEY

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity of assigned position, mariners should proceed with caution.

(2) The Local Notice to Mariners consists of a Weekly Edition.

(3) Inquiries, Published Articles or Information: <mailto:LNM@d1.uscg.mil>

The Local Notice to Mariners is available online at: <http://www.navcen.uscg.gov/lnm/d1>

The 2007 Light List is available online at: <http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The

NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: <http://www.navcen.uscg.gov/gps/status/default.htm>. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, <mailto:webmaster@smtp.navcen.uscg.mil>, or on the World Wide Web at: <http://www.navcen.uscg.gov>

### REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

COMMANDER, FIRST COAST GUARD DISTRICT (dpw)

408 Atlantic Avenue, Boston, Massachusetts 02110-3350

Telephone: 1-800-848-3942. Ext. 8356

24 Hour FAX: (617) 223-8073

Coast Guard's Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647

Hearing impaired (TDD) 1-800-689-0816

<http://cgweb.d1.uscg.mil/oan/NavInfo/default.htm>

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All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

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### ABBREVIATIONS

#### A through I

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
B - Buoy  
BKW - Breakwater  
B - Refer to Light List  
BNM - Broadcast Notice to Mariner  
CG - Refer to Light List  
CHAN - Channel  
CGD - Coast Guard District  
CR - Refer to Light List  
C/O - Cut Off  
CONT - Contour  
CONSTR - Construction  
CRK - Creek  
CONST - Construction  
DBN - Daybeacon

#### K through M

KBG - Refer to Light List  
KBG-I - Refer to Light List  
KBR - Refer to Light List  
KBR-I - Refer to Light List  
KBW - Refer to Light List  
KGB - Refer to Light List  
KGB-I - Refer to Light List  
KGR - Refer to Light List  
KGR-I - Refer to Light List  
KGW - Refer to Light List  
KGW-I - Refer to Light List  
KRB - Refer to Light List  
KRB-I - Refer to Light List  
KRG - Refer to Light List  
KRG-I - Refer to Light List  
KRW - Refer to Light List  
KWB - Refer to Light List

#### N through Z

NB - Refer to Light List  
N/C - Not Charted  
ND - Refer to Light List  
NG - Refer to Light List  
NGA - National Geospatial-Intelligence Agency  
NL - Refer to Light List  
NO - Number  
NOS - National Ocean Service  
NR - Refer to Light List  
NW - Refer to Light List  
NW - Notice Writer  
NY - Refer to Light List  
OBSCU - Obscured  
OBST - Obstruction  
OFF STA - Off Station  
OBSTR - Obstruction  
PRIV - Private Aid

DBD/DAYBD - Dayboard  
DBN/DEST - Daybeacon Destroyed  
DBN IMCH - Daybeacon Improper  
Characteristic  
DISCON - Discontinued  
DMGD - Daybeacon Damaged  
EST - Established Aid  
EVAL - Evaluation  
EXT - Extinguished  
FL - Flashing  
FS - Fog Signal  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
INT - Intensity  
ISL - Islet

KWB-I - Refer to Light List  
KWG - Refer to Light List  
KWG-I - Refer to Light List  
KWR - Refer to Light List  
KWR-I - Refer to Light List  
LAT - Latitude  
LB - Lighted Buoy  
LBB - Lighted Bell Buoy  
LHB - Lighted Horn Buoy  
LGB - Lighted Gong Buoy  
LONG - Longitude  
LNM - Local Notice to Mariners  
LT - Light  
LT CONT - Light Continuous  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MISS - Missing  
MR - Refer to Light List  
MR-I - Refer to Light List

RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REDINT - Reduced Intensity  
RRL - Range Rear Light  
RELIGHTED - Aid Relighted  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
SEC - Section  
SG - Green Square  
SG-SY - Green Square with Yellow Square  
SHL - Shoaling  
SND - Sound  
SS - Sound Signal  
TEMP - Temporary Aid Change  
TMK - Topmark  
St M - Statute Mile  
TR - Red Triangle  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TR-TY - Red Triangle with Yellow Triangle  
TRUB - Temporarily Replaced by Unlighted Buoy

**Additional Abbreviations Specific to this LNM Edition:     None**

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### BERGEN POINT NAVIGATION RESTRICTIONS

SEE ENCLOSURE

LNM 08/07

### TERMINATION OF 121.5/243.0 MHz

The International Cospas-Sarsat System will cease satellite processing of 121.5/243 MHz beacons on 1 February 2009. All beacon owners and users should begin taking steps to replace their 121.5/243 MHz beacons with 406 MHz beacons as soon as possible.- International COSPAS SARSAT organization with guidance from the UN. Operation of Class A/B/S EPIRB stations shall be prohibited after December 31, 2006.

LNM 10/08

### MA-BUZZARDS BAY-NAVIGATION SAFETY REGULATIONS AND VESSEL MOVEMENT REPORTING SYSTEM

Effective Wednesday, November 28, 2007, new navigation safety regulations and a Vessel Movement Reporting System (VMRS) for Buzzards Bay have been implemented. These new regulations are in addition to the navigation safety measures currently required by the Regulated Navigation Area for navigable waters within the First Coast Guard District (33 CFR 165.100).

Beginning on Wednesday, November 28, 2007, new special regulations for Buzzards Bay require:

1. In addition to the primary tug, an escort tug for single hull barges carrying 5,000 or more barrels of oil or other hazardous material.
2. In addition to the regular crew of the primary tug, a Federally licensed pilot for single hull barges carrying 5,000 or more barrels of oil or other hazardous material.
3. Participation in the Buzzards Bay Vessel Movement Reporting System (VMRS) by all vessels subject to the Bridge-to-Bridge Radiotelephone Act.

To view the regulations and the VMRS Buzzards Bay User Manual online, and to print a copy, go to <http://homeport.uscg.mil/mycg/portal/ep/portDirectory.do?tabId=1&cotpId=44>.

Scroll down the left-hand column to "Waterways Management" and see the link to the User Manual. Attached as appendices to the User Manual are excerpts from the applicable Federal Regulations that discuss the Regulated Navigation Area for navigable waters within the First Coast Guard District (including the special regulations for Buzzards Bay), and the Bridge-to-Bridge Radiotelephone Act.

For questions regarding these regulations and the Vessel Movement Reporting System for Buzzards Bay, contact Mr. Edward G. LeBlanc of Coast Guard Sector Southeastern New England at 401-435-2351, or [Edward.G.LeBlanc@uscg.mil](mailto:Edward.G.LeBlanc@uscg.mil).

LNM 48/07

## **CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION**

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

LNM 44/07

## **TUGS AND TOWS-DANGER**

Each year recreational boaters are killed trying to pass between tugboats and the barges they are towing. When you see a tugboat, especially at night or in fog, always assume the vessel is towing a barge connected by a hawser or wire. Eventually, the tug will let the barge go and maneuver to the stern of the barge to push the unit into its berth. Obviously, this maneuver is the time when there is the least amount of control over the barge. STAY CLEAR. Do not hesitate to contact these vessels on VHF-FM channel 13 if you need more information.

LNM 43/07

## **CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM 44/07

## **ENDANGERED NORTHERN RIGHT WHALES (REVISED)**

US - ATLANTIC SEACOAST - You are entering essential habitat for the critically endangered Right Whales. The critically endangered Right Whale, including females with very young calves, may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. Vessel operators are reminded to use caution and proceed at safe speeds in areas used by right whales. Intentionally approaching within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. NOAA recommends that operators assume that any whale sighted is a right whale. NOAA also recommends speeds of 10 knots or less in areas used by right whales when consistent with safety of navigation. Please report all right whale sightings and collisions to 978-585-8473 (Northeast) or 305-862-2850 (Southeast) or to the Coast Guard via channel 16. For more information, consult the U.S. Coast Pilot.

LNM 12/07

## **LORAN-C OPERATIONS, LORAN DATA CHANNEL (LDC) RESEARCH**

Single rated Loran Stations Jupiter, FL (7980-Y), Las Cruces, NM (9610-X), and Middletown, CA, (9940-X) will be on air testing the Loran Data Channel uninterrupted until further notice.

Dual rated Loran Stations Dana, IN (9960-Z), George (9940-W), Seneca, NY (8970-X), Gillette, WY (8290-X), and Grangeville, LA (7980-Y) will be on air testing LDC between 0800 and 1500 local time Monday through Friday.

The test broadcast will use pulse position modulation of a ninth pulse added one thousand microseconds after the standard pulse group. Throughout the test period the signal will meet all service performance parameters published in the 1994 specification of the Loran-C signal. Users should not experience any tracking errors or service interference from this test broadcast. Users will be notified of any changes to the test schedule and when the testing is complete.

Loran users are encouraged to report any Loran service degradation or outages they experience via the following

methods:

- a. Navcen Information Service (east) at (703) 313-5900
- b. Navcen Detachment (western operations) at (707) 765-7598
- c. Navcen web site's report a Loran problem worksheet at [www.navcen.uscg.gov](http://www.navcen.uscg.gov). Additional information on the Loran Data Channel and the 1994 Loran-C signal specification may also be found at this web site.

LNM 18/08

#### **REPORTING SUSPICIOUS ACTIVITY (REVISED)**

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, [Http://www.fbi.gov/contact/fo/fo.htm](http://www.fbi.gov/contact/fo/fo.htm), or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to [nipc.watch@fbi.gov](mailto:nipc.watch@fbi.gov). The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-800-424-8802.

#### **WHAT "SUSPICIOUS ACTIVITY" SHOULD I LOOK FOR?**

Though you are the person best suited to identify a behavior or activity as "suspicious" in the area you're most familiar with, the following list contains some issues you may want to consider in making such a determination:

People appearing to be engaged in surveillance of any kind (note taking, shooting video/photos, making sketches, or asking questions).

Unattended vessels or vehicles in unusual locations.

Lights flashing between boats.

Unusual diving activity.

Unusual number of people onboard.

Unusual night operations.

Recovering or tossing items into/onto the waterway or shoreline.

Operating in or passing through an area that does not typically have such activity.

Fishing/hunting in locations not typically used for those activities.

Missing fencing or lighting near sensitive locations.

Anchoring in an area not typically used for anchorage.

Transfer of people or things between ships or between ship and shore outside of port.

Anyone operating in an aggressive manner.

Individuals establishing businesses or roadside food stands near sensitive locations.

Small planes flying over critical locations.

People attempting to buy or rent fishing or recreational vessels with cash for short-term, undefined use.

Additional information is available online at <http://www.americaswaterwaywatch.org>.

LNM 23/06

#### **CONNECTICUT AND LONG ISLAND SOUND - PORT AND VESSEL SECURITY**

The following restrictions apply to ALL VESSELS operating within the COTP Long Island Sound Zone, including all recreational vessels. These restrictions are located at 33 Code of Federal Regulations, section 165.153. Violation of these regulations subject the vessel operator to civil and criminal penalties:

Bridges: Any vessel operating beneath a bridge must make a direct, immediate and expeditious passage beneath the bridge while remaining within the navigable channel. No vessel may stop, moor, anchor or loiter beneath a bridge at any time. No vessel may approach within a 25-yard radius of any bridge foundation, support, stanchion, pier or abutment except as required for the direct, immediate and expeditious transit beneath a bridge.

Commercial Vessels: No vessel may enter within a 100-yard radius of any vessel engaged in commercial service while that vessel is transiting, moored, or berthed in any portion of the Long Island Sound Marine Inspection and COTP zone, without the express prior authorization of the vessel's licensed operator, master, COTP, or the designated on scene representative.

LNM 27/05

#### **SPECIAL WARNING NUMBER 123. SOMALIA.**

Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the port of Muqdisho (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The U.S. government does not have an embassy in Somalia and cannot provide services to US citizens.

Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S), though vessels are advised to transit no closer than 02-00S, to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance.

Pirates are reported to have used previously hijacked ships as bases for further attacks. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9m) in length. Each vessel has a crew of three to six (3-6) armed men with ak-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

LNM 49/05

#### **US SEACOAST-NORTHEAST**

Due to the significant increase in the number of vessels fishing off the New England, New York and New Jersey seacoast in close proximity to separation zones and heavy commercial shipping and towing industry traffic, mariners are advised to navigate with extreme caution when in these and all areas of heavy vessel traffic. All mariners shall keep a diligent watch and be aware of each other's presence while underway or at anchor in order to avoid any potential casualties, which in the past have included collisions, injury and death.

LNM 28/04

#### **SAFETY/SECURITY OF U. S. NAVAL VESSELS**

The Coast Guard has established permanent regulations for the safety or security of U.S. Naval Vessels in the navigable waters of the United States. Effective immediately Naval Vessel protection zones are established within 500 yards of any U.S. Naval vessel. This includes any vessel owned, operated, chartered, or leased by the U.S. Navy or under the operational control of the U.S. Navy. All vessels within 500 yards of a U.S. Naval vessel shall operate at the minimum speed necessary to maintain a safe course and proceed as directed by the Official Patrol (a Coast Guard Commissioned, Warrant or Petty Officer; or the Commanding Officer of a U.S. Naval Vessel or his or her designee). No vessel or person is allowed within 100 yards of a U.S. Naval vessel, unless authorized by the Official Patrol. Vessels requesting to pass within 100 yards of a U.S. Naval Vessel shall contact the Official Patrol on VHF-FM Ch 16. Violations of these regulations may be prosecuted as a felony punishable by a fine or imprisonment.

The Commanding Officer, Naval Submarine Base New London, has advised the Coast Guard that the following conditions have been imposed upon vessels operating in the vicinity of the Groton/New London Naval Base within the Thames River restricted area established by the Army Corps of Engineers, described in 33 Code of Federal Regulation 334.75 and depicted on chart number 13213. The Coast Guard broadcasts these restrictions for informational purposes. Any questions concerning the restrictions should be directed to Sub Base New London Port Operations by calling (860) 694-4900/2663. All commercial vessels of 50 gross tons or greater intending to transit the restricted area shall comply with the following requirements: 24 hours prior to transit: notification of intent to transit must be made to Sub Base New London port operations by calling (860) 694-4900/2663. 2 hours prior to transit: notification of intent to transit and arrangements for an official Escort must be made to Sub Base New London port operations by calling (860) 694-4900/2663 or via Ch. 12 VHF-FM. 15 minutes prior to transit: vessels must check in with Sub Base New London escort tug on Ch. 13 VHF-FM and maintain communications during transit. During transit vessels must maintain a speed of 06 knots or less, and notify the escort tug of all intended course changes. The escort tug will be stationed just off the bow to the east of the transiting vessel. Violations of the restricted area regulations may be prosecuted as a misdemeanor punishable by fine and/or imprisonment.

Chart 13213

LNM 32/04

#### **SPECIAL WARNING NUMBER 121 PERSIAN GULF**

Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid the inadvertent use of force. All vessels are advised that Coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, subsurface vessels, and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on bridge-to-bridge channel 13, international air distress (121.5 MHz VHF) or military air distress (243.0 MHz UHF). Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea, and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

LNM 12/03

#### **NOTICE TO ALL PRIVATE BOATS AT SEA**

United States laws and regulations require that ALL private boats arriving from a foreign port or place MUST report to the Bureau of Customs and Border Protection IMMEDIATELY upon their arrival into the United States. Every person entering the United States must be seen in person for immigration purposes by a Customs and Border Protection officer, except those participating in the I-68 -Canadian Border Boat Landing

Program-. However, holders of form I-68 are still required to report their arrival into the United States to the Bureau of Customs and Border Protection. Masters and passengers must provide proof of citizenship or legal immigration status, and be in possession of a valid passport and visa, if required. Citizens of countries that are participants in the Visa Waiver Program are not eligible to seek admission to the United States under that program via private vessel. Once your boat is anchored or tied, you are considered to have entered the United States. No one may leave the vessel until Customs and Border Protection grants permission. The only exception to this requirement is to report arrival. In order to fulfill the requirement to immediately report a private boat arrival, the master of the vessel must contact the nearest Customs and Border Protection Office, or if the arrival occurs after business hours, the nearest 24 hour port of entry. Upon reporting, you may be required to proceed to a staffed port for inspection by Customs and Border Protection. Failure to comply with these requirements could result in serious criminal and civil penalties, including seizure of the boat. International mariners are urged to report any suspicious or illegal activity to the Bureau of Customs and Border Protection at 1-800-BE-ALERT.

LNM 29/03

#### **KENNEBUNKPORT SECURITY ZONE**

Walkers Point, Kennebunkport, Maine. The Coast Guard is enforcing a security zone off of Walkers Point as defined in title 33 Code of Federal Regulations section 165.102. This restricted area is marked approximately by white buoys marked in orange. All mariners are advised that entry into this zone is prohibited unless authorized by the Captain of the Port, Portland, Maine. All persons and vessels shall obey the directions of on-scene patrol personnel. For more information contact the on-scene Coast Guard vessels on VHF channel 16.

LNM 40/02

#### **PORTSMOUTH NAVAL SHIPYARD SECURITY ZONE**

This is to remind all mariners of the permanent security zone around the perimeter of the Portsmouth Naval Shipyard. All vessels, except those under the supervision of or contract to local military or naval authority, are prohibited from entering the restricted areas without permission from the Commander, Portsmouth Naval Shipyard or its authorized representative. Details of the security zone can be found in 33 CFR 334.50 and is referenced on chart 13283 and U.S. Coast Pilot 1.

LNM 14/02

#### **NOAA TEMPORARY INTERRUPTIONS IN RASTER NAVIGATIONAL CHARTS (RNCs) UPDATES**

NOAA provides free, Raster Navigational Charts (RNCs) and free weekly RNC updates via the Internet (<http://nauticalcharts.noaa.gov/mcd/Raster/Index.htm>) and through certified redistributors. For a limited period beginning June 15, 2008, RNCs will not be updated for either Notices to Mariners or for new editions of the nautical charts. This temporary interruption of service is due to a change in RNC production systems. Full RNC service will resume when reliable production is restored. In the interim, continuously updated NOAA Print on Demand charts ([www.OceanGrafix.com](http://www.OceanGrafix.com)), traditional printed charts, and free Electronic Navigational Charts and updates (<http://nauticalcharts.noaa.gov/mcd/enc/index.htm>) will continue to be available.

LNM 24/08

#### **NY/NJ-OPERATION CLEAR CHANNEL IN THE PORT OF NY/NJ**

The "Operation Clear Channel" program is designed to educate boaters about the hazards of navigating small vessels and personal water craft in the confines of the narrow navigational channels used by larger commercial ships that enter and depart the various ports in New York Harbor. The federal navigation rules, also known as "Rules of the Road", address this safety concern by giving commercial vessels priority, or right-of-way, over smaller vessels when navigating in narrow channels. 33 U.S. Code 2072 provides for \$5,000 penalties for each violation for which penalty the vessel may be seized.

Every day an average of 1,400 commercial vessels navigate the waters of the Port of NY/NJ. The masters of these vessels, while always on the lookout, cannot always see smaller vessels when they cross the channels. For safety reasons, recreational boating activities should always be conducted at a safe distance away from navigation channels. Boaters should keep a sharp lookout for other vessels and always be prepared to give way to ships constrained in their ability to maneuver when transiting within close proximity to a channel.

Coast Guard units in New York and New Jersey actively promote boater awareness through vessel enforcement patrols and visits to local marinas. The Coast Guard targets high-traffic regions, such as the Ambrose Channel, Sandy Hook Channel and Raritan Bay, but also includes all of New York Harbor.

Mariners interested in increasing their knowledge of boating safety, including the Rules of the Road, should consider a Coast Guard Auxiliary boating safety course. Course information is available online at <http://www.cgau.org> in the -Take a Boating Course- section, or by calling 1-800-336-BOAT.

Further information regarding Operation Clear Channel can be found at <http://homeport.uscg.mil/newyork> > Waterways Management > 07. Recreational Boating Information and Internet Links or by contacting LCDR Mark Bottiglieri at (718) 354-4222.

Chart 12327

LNM 23/08

#### **SPECIAL WARNING NUMBER 124. NICARAGUA**

1. Mariners operating small vessels such as yachts and fishing boats should note that Nicaragua has boundary disputes with its neighbors in both its Caribbean and Pacific waters, and should exercise caution.

2. The Caribbean waters lying generally south of the 15th parallel and east of the 82nd up to the 79th meridians are subject to a current dispute between Nicaragua and Colombia.
3. The international court of justice has delimited a new maritime boundary line awarding maritime areas to the government of Nicaragua previously claimed by Honduras above the 15th parallel and apparently east of the 82nd meridian.
4. The Nicaraguan Navy is patrolling portions of this maritime space, enforcing the requirement that fishing vessels hold a valid Nicaraguan fishing license, and has seized vessels not in compliance.
5. There have been cases where Nicaraguan authorities have seized foreign-flagged fishing and other vessels off the Nicaraguan coast. The government of Nicaragua imposes heavy fines on parties caught fishing illegally within waters of Nicaragua-s jurisdiction.
6. While in all cases passengers and crew have been released within a period of several weeks, in some cases the ships have been searched, personal gear and navigational equipment has disappeared, and Nicaraguan authorities have held seized vessels for excessive periods.
7. Prompt U.S. Embassy consular access to detained U.S. citizens on Nicaraguas Caribbean coast may not be possible because of delays in notification due to the relative isolation of the region.
8. There have been reported incidents of piracy in Caribbean and pacific waters off the coast of Nicaragua, but the Nicaraguan Navy has increased its patrols and no recent incidents have been reported.

LNM 24/08

**[Federal Register: May 6, 2008 (Volume 73, Number 88)]**  
**[Proposed Rules]**  
**[Page 24889-24899]**  
**From the Federal Register Online via GPO Access [wais.access.gpo.gov]**  
**[DOCID:fr06my08-25]**

DEPARTMENT OF HOMELAND SECURITY  
 Coast Guard  
 33 CFR Part 165  
 [Docket No. USCG-2007-0074]  
 RIN 1625-AA87  
 Safety and Security Zones: New York Marine Inspection Zone and Captain of the Port Zone  
 AGENCY: Coast Guard, DHS.  
 ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify several aspects of the permanent safety and security zones within the New York Captain of the Port Zone. This action is necessary to consolidate, clarify, and otherwise modify safety and security zone regulations to eliminate unnecessary regulations and better meet the safety and security needs of the New York and New Jersey port community. This action would modify existing safety and security zones, consolidate and modify safety and security zones currently found in separate regulations, and remove certain safety and security zones.

DATES: Comments and related material must reach the Docket Management Facility on or before July 7, 2008. Comments sent to the Office of Management and Budget (OMB) on collection of information must reach OMB on or before July 7, 2008.

LNM 19/08

## SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

### DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
155	Boon Island Light	SS INOP	13278	CG1-0079-08	16/08	
500	Highland Light	LT EXT	13249	CG1-0096-08	19/08	
580	Nantucket Shoals Lighted Whistle Buoy N	MISSING	13204	CG1-0270-07	45/07	
720	Ambrose Light	HAZ NAV/LT EXT/RAC INOP	12326	CG1-0303-07	50/07	
820	NOAA Data Lighted Buoy 44005 (ODAS)	ADRIFT	13260	CG1-0075-08	16/08	
5385	Damariscotta River Buoy 20	MISSING	13293	SNNE-0021-08	13/08	
5420	Ram Island Light	SS INOP	13293	SNNE-0042-08	23/08	
5700	Boiler Rock Buoy 4	OFF STA	13295	SNNE-0002-08	02/08	
<b>5886</b>	<b>Cowseagan Narrows Buoy 18</b>	<b>OFF STA</b>	<b>13293</b>	<b>SNNE-0047-08</b>	<b>24/08</b>	

7915	Scarborough River Buoy 8	MISSING	13287	NONE	19/08
8375	Henderson Point Light 10	LT EXT	13283	SNNE-0023-08	19/08
<b>9590</b>	<b>Plum Cove Ledge Buoy 1</b>	<b>HAZ NAV/SINKING</b>	<b>13279</b>	<b>BOS-204-08</b>	<b>24/08</b>
9990	Whaleback Daybeacon 8	DBN DEST	13275	BOS-0124-07	48/07
10495	Roaring Bull Daybeacon 2	MISSING	13275	BOS-0074-07	24/07
<b>14035</b>	<b>Saquatucket Harbor Buoy 2</b>	<b>OFF STA</b>	<b>13229</b>	<b>SENE-0073-08</b>	<b>24/08</b>
14515	Hyannis Harbor Approach Lighted Bell Buoy Hh	TMK MISSING	13229	SENE-0068-08	22/08
18170	Hog Island Rock Buoy 3	SS IMCH	13224	SENE-0064-08	21/08
19720	Block Island Breakwater Light 3	REDUCED INT/SS INOP	13217	SENE-0158-07	34/07
19815	Race Rock Light	SS INOP	13212	LIS-0191-07	32/07
20115	Ram Island Reef Daybeacon Ri	DBN IMCH	13214	LIS-0063-08	16/08
20145	North Dumpling Light	LT EXT	13213	BNM-LIS-078-08	19/08
<b>20505</b>	<b>Mystic Harbor West Approach Lighted Buoy 4</b>	<b>LT EXT</b>	<b>13212</b>	<b>LIS-0113-08</b>	<b>24/08</b>
21260	Stratford Shoal (Middle Ground) Light	REDUCED INT	12369	LIS-0126-06	32/06
21290	Penfield Reef Light	REDUCED INT	12369	LIS-0086-08	19/08
21920	New London Harbor Buoy 11	SS INOP	13213	LIS-0086-08	19/08
<b>22310</b>	<b>Niantic River Channel Buoy 3</b>	<b>OFF STA</b>	<b>13211</b>	<b>LIS-0111-08</b>	<b>24/08</b>
<b>22320</b>	<b>Niantic River Channel Buoy 6</b>	<b>HAZ NAV/SINKING</b>	<b>13211</b>	<b>LIS-0112-08</b>	<b>24/08</b>
22880	Connecticut River Light 35	TMK MISSING	12375	LIS-0095-08	22/08
22905	Connecticut River Range A Rear Light	LT IMCH	12377	LIS-0114-06	30/06
23325	Wethersfield Cove Daybeacon 4	DBD DMGD/HAZ NAV	12377	LIS-0084-06	26/06
25170	Westcott Cove Buoy 7	OFF STA	12368	LIS-0258-07	47/07
<b>25495</b>	<b>Greenwich Harbor Channel Buoy 5</b>	<b>MISSING</b>	<b>12367</b>	<b>NONE</b>	<b>24/08</b>
<b>25550</b>	<b>Port Chester Harbor Channel Light 5</b>	<b>TMK MISSING</b>	<b>12367</b>	<b>LIS-0110-08</b>	<b>24/08</b>
29038	Shinnecock Inlet Entrance Buoy 1	SINKING/BUOY DMGD	12352	LIS-0090-08	21/08
29107	Moriches Inlet East Cut Buoy 3E	SINKING	12352	LIS-0088-08	19/08
31125	State Boat Channel Buoy 5	SINKING	12352	LIS-0072-08	18/08
<b>37980</b>	<b>Hudson River Light 35</b>	<b>LT EXT</b>	<b>12343</b>	<b>NEW-0084-08</b>	<b>24/08</b>
39250	La Roche Reef Lighted Buoy 20	MISSING	14781	SNNE-0081-07	21/07

#### DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
295	Cape Ann Light	WATCHING PROPERLY	13279	BOS-0112-08	21/08	24/08
3535	Nautilus Rock Buoy 1A	WATCHING PROPERLY	13309	SNNE-0045-08	24/08	24/08
5990	Sasanoa River Buoy 39	WATCHING PROPERLY	13296	SNNE-0043-08	23/08	24/08
6357	Upper Kennebec River Buoy 48A	WATCHING PROPERLY	13298	SNNE-0046-08	24/08	24/08
9025	Merrimack River Bar Guide Light	WATCHING PROPERLY	13282	BOS-0196-08	24/08	24/08
9070	North Pier Light 18	WATCHING PROPERLY	13282	BOS-0195-08	22/08	24/08
9070	North Pier Light 18	WATCHING PROPERLY	13282	BOS-0203-08	24/08	24/08
10870	Boston Main Channel Lighted Buoy 2	WATCHING PROPERLY	13272	BOS-0197-08	24/08	24/08
13290	Provincetown Harbor Breakwater East End Light 5	WATCHING PROPERLY	13249	SENE-0071-08	24/08	24/08
19830	Little Gull Island Light	WATCHING PROPERLY	13212	LIS-0107-08	24/08	24/08
21420	Matinecock Point Shoal Lighted Gong Buoy 21	WATCHING PROPERLY	12367	LIS-0109-08	24/08	24/08
27280	East River Main Channel Lighted Buoy 13	WATCHING PROPERLY	12339	NEW-0083-08	24/08	24/08
30961	Alder Island Shoal Buoy 1A	WATCHING PROPERLY	12352	LIS-0106-08	24/08	24/08
31530	East Rockaway Inlet Lighted Buoy 5	WATCHING PROPERLY	12350	LIS-0104-08	24/08	24/08
31555	East Rockaway Inlet Buoy 10	WATCHING PROPERLY	12350	LIS-0106-08	24/08	24/08
36440	Raritan River Light 4	Correction Status Unreported	12331	SEE TEMP SECT	22/08	24/08
39710	Juniper Island Light	WATCHING PROPERLY	14782	SNNE-0044-08	24/08	24/08

#### DISCREPANCIES (PRIVATE AIDS)



LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6	University Of Maine Jordan Basin Lighted Buoy M	ADRIFT	13260	CG1-0286-07	48/07	
242.4	University Of New Hampshire Aquaculture North Lighted Buoy D	OFF STA	13274	SNNE-0042-06	23/06	
695	Fire Island Light	LT EXT	12352	LIS-0064-08	16/08	
<b>13031</b>	<b>Pilgrim Power Plant Security Zone Buoy F</b>	<b>MISSING</b>	<b>13246</b>	<b>BOS-0209-08</b>	<b>24/08</b>	
13261	Cape Cod Disposal Area Lighted Buoy CC	ADRIFT	13246	CG1-0308-07	51/07	
17025	Old Kelick Rock Daybeacon	MISSING	13232	WHO-0212-03	39/03	
18146	Terminal Approach Buoy 4T	OFF STA	13224	WHO-0018-03	04/03	
18910	Brayton Point Channel Lighted Buoy 1	SINKING	13227	SENE-0070-08	23/08	
18930	Braga Bridge Fog Signal	FS INOP	13221	WHO-0324-04	37/04	
21665	Mattituck Creek Buoy 1	OFF STA	12358	LIS-0260-07	48/07	
21833	UCONN Oceanographic Lighted Buoy (ODAS)	OFF STA /LT EXT	13212	LIS-0212-06	50/06	
23500	Clinton Harbor Channel Buoy 12	OFF STA	12374	LIS-0078-06	25/06	
23505	Clinton Harbor Channel Buoy 13	MISSING	12374	LIS-0117-07	24/07	
23510	Clinton Harbor Channel Buoy 14	OFF STA	12374	LIS-0059-07	11/07	
23515	Clinton Harbor Channel Buoy 16	OFF STA	12374	LIS-0060-07	11/07	
26070	Mount Sinai Breakwater Light	MISSING	12362	LIS-0002-06	02/06	
27710	Research Basin Approach Light	MISSING	12358	LIS-0277-07	01/08	
27795	Threemile Harbor West Breakwater Light	LT IMCH	12352	LIS-0137-06	33/06	
27845	Threemile Harbor Lighted Buoy 14	OFF STA	13209	LIS-0177-06	41/06	

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
32310	Borrow Pit Channel Buoy K1	WATCHING PROPERLY	12352	LIS-0101-08	23/08	24/08

#### PLATFORM DISCREPANCIES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

#### TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1485	Salt Rock Daybeacon 4	TRUB	13326	CG1-0013-08	04/08	
10995	Island End Flats Lighted Buoy 2	RELOCATED FOR DREDGING	13272		21/08	
13261	Cape Cod Disposal Area Lighted Buoy CC	DISCONTINUED	13246	CCG1-0078-07	12/07	
18344	Providence River Monitoring Lighted Buoy A	DISCONTINUED	13224	CG1-0050-07	19/07	
19480	Block Island North Light	TRLT	13217	CG1-0512-02	48/02	
21796	Uconn/Mstc Oceanographic Buoy	DISCONTINUED	13213	NONE	11/07	
24762	Pine Creek Point Aquaculture Lighted Buoys (4)	DISCONTINUED	12369	NONE	13/08	

24762	Pine Creek Point Aquaculture Lighted Buoys (4)	TRUB	12369	CG1-0361-06	49/06
29038	Shinnecock Inlet Entrance Buoy 1	DISCONTINUED	12352	LIS-0093-08	21/08
31080	Sloop Channel Daybeacon 28	TRUB	12352	CG1-0335-04	35/04
31120	State Boat Channel Daybeacon 3	TRUB	12352	CG1-0250-07	41/07
<b>36440</b>	<b>Raritan River Light 4</b>	<b>TRUB</b>	<b>12331</b>	<b>NONE</b>	<b>24/08</b>
	Kill Van Kull Light 16 A	TRLB	12333	CG1-0341-04	34/04
	Sandy Hook Channel Temporary Lighted Buoy 15	ESTABLISHED	12401	CG1-0192-07	12/08
	Sesuit Harbor East Jetty Temporary Buoy 3	ESTABLISHED	13250	SENE-0082-06	04/07
	Taunton River Isolated Danger Wreck Lighted Buoy DWR	ESTABLISHED	13227	SENE 023-08	07/08

#### TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM TEMPORARY CHANGES

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM TEMPORARY CHANGES CORRECTED

Nam	Status	Position	BNM Ref.	LNM St	LNM End
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None

### SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N 074-02-48.001W		
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

<b>12327</b>	<b>101st Ed.</b>	<b>01-APR-08</b>	<b>Last LNM: 19/08</b>	<b>NAD 83</b>	<b>24/08</b>
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Chart Title: New York Harbor

Main Panel 2245 NEW YORK HARBOR. Page/Side: N/A

CHANGE	Tabulation - New York Harbor - Lower Bay - Channel Depths	NOS	
	<a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=162639">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=162639</a> ;	40-37-58.000N	074-15-23.000W
	New York Harbor - Lower Bay - Channel Depths (NOS NW-15803)		

<b>12364</b>	<b>37th Ed.</b>	<b>01-JUN-07</b>	<b>Last LNM: 19/08</b>	<b>NAD 83</b>	<b>24/08</b>
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Chart Title: FOLIO SMALL-CRAFT CHART Long Island Sound-New Haven Harbor Entrance and Port Jefferson to Throgs Neck

CHART NEW YORK AND CONNECTICUT - LONG ISLAND SOUND - PORT JEFFERSON. Page/Side: N/A

ADD	Beach Point Yacht Club Lighted Hazard Buoy	CGD01 at 40-56-24.000N	073-43-24.000W
	FI W		

<b>13009</b>	<b>33rd Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 21/08</b>	<b>NAD 83</b>	<b>24/08</b>
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ChartTitle: **Gulf of Maine and Georges Bank**

**Main Panel 2154 GULF OF MAINE AND GEORGES BANK. Page/Side: N/A**

ADD	Area to be avoided PT 1 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Area to be avoided PT 2 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Area to be avoided label; AREA TO BE AVOIDED (NOS NW-15801)	NOS 42-23-48.100N	070-36-15.400W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstrn Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstrn Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W

<b>13200</b>	<b>35th Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 05/08</b>	<b>NAD 83</b>	<b>24/08</b>
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ChartTitle: **Georges Bank and Nantucket Shoals**

**Main Panel 2153 GEORGES BANK AND NANTUCKET SHOALS. Page/Side: N/A**

ADD	Area to be avoided PT 1 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Area to be avoided PT 2 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Area to be avoided label; AREA TO BE AVOIDED (NOS NW-15801)	NOS 42-23-48.100N	070-36-15.400W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstrn Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstrn Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W

<b>13260</b>	<b>40th Ed.</b>	<b>01-MAY-07</b>	<b>Last LNM: 21/08</b>	<b>NAD 83</b>	<b>24/08</b>
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ChartTitle: **Bay of Fundy to Cape Cod**

**Main Panel 2090 BAY OF FUNDY TO CAPE COD . Page/Side: N/A**

ADD	Area to be avoided PT 1 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Area to be avoided PT 2 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Area to be avoided label; AREA TO BE AVOIDED (NOS NW-15801)	NOS 42-23-48.100N	070-36-15.400W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W

ADD	Submerged Buoy; Obstr Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstr Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W

13267      34th Ed.      01-MAY-07      Last LNM: 22/08      NAD 83      24/08

ChartTitle: Massachusetts Bay; North River

Main Panel 2088 MASSACHUSETTS BAY . Page/Side: N/A

ADD	Area to be avoided PT 1 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Area to be avoided PT 2 OF 2; Oval with a radius of 1250 meters (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Area to be avoided label; AREA TO BE AVOIDED (NOS NW-15801)	NOS 42-23-48.100N	070-36-15.400W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W
ADD	Prohibited Anchorage Area and label; "PROHIBITED ANCHORAGE" (use Chart No. 1: M29.2) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstr Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-38.380N	070-35-30.960W
ADD	Submerged Buoy; Obstr Subm buoy (use Chart No. 1: K40) (NOS NW-15801)	NOS 42-23-56.350N	070-37-00.390W

## SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

### SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

### Advance Notice(s)

#### NY/NJ-UPPER NEW YORK & GOWNAUS BAYS AND HUDSON RIVER

Weeks Marine will be installing the Battery Park City ferry terminal, north of North Cove Yacht Harbor, from approximately June 5-20, 2008. Work hours are 0600-2200, Monday through Saturday. During this time one barge will be on a 4 point anchor system at various locations between North Cove Yacht Harbor and Park Place. The work site will extend about 400 feet from the bulkhead. Each anchor will be marked with a steady white burning light. On Saturday, June 7 from approximately 0600-0830 the new ferry terminal is scheduled to be towed from the 39th Street Pier in Brooklyn on Gowanus Bay to Battery Park City. The Tugs June K, Vera K, and George Burrows will be assisting. Mariners are advised to transit the work area, and the ferry terminal when it is under tow, with caution and at NO WAKE/minimum speed during these times.

Charts: 12334 12335

LNM: 22/08

## SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

### PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

### Proposed Change Notice(s)

#### SAFETY AND SECURITY ZONES: NEW YORK MARINE INSPECTION ZONE AND CAPTAIN OF THE PORT ZONE - PROPOSED RULEMAKING.

SUMMARY: The Coast Guard proposes to modify several aspects of the permanent safety and security zones within the New York Captain of the Port Zone. This action is necessary to consolidate, clarify, and otherwise modify safety and security zone regulations to eliminate unnecessary

regulations and better meet the safety and security needs of the New York and New Jersey port community. This action would modify existing safety and security zones, consolidate and modify safety and security zones currently found in separate regulations, and remove certain safety and security zones.

THE ENTIRE PROPOSED RULE IS AVAILABLE ONLINE AT <http://homeport.uscg.mil/newyork> > Safety and Security > Security Zones.

DATES: Comments and related material must reach the Docket Management Facility on or before July 7, 2008. Comments sent to the Office of Management and Budget (OMB) on collection of information must reach OMB on or before July 7, 2008.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG-2007-0074 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

1. Online: <http://www.regulations.gov>.

2. Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, D.C. 20590-0001.

3. Hand delivery: Room W12-140 on the Ground Floor of the West Building, 1200 New Jersey Avenue SE, Washington, D.C. 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

4. Fax: 202-493-2251.

You must also send comments on collection of information to the Office of Information and Regulatory Affairs, Office of Management and Budget. To ensure that the comments are received on time, the preferred method is by e-mail at [nlesser@omb.eop.gov](mailto:nlesser@omb.eop.gov) or fax at 202-395-6566. An alternate, though slower, method is by U.S. mail to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW, Washington, DC 20503, ATTN: Desk Officer, U.S. Coast Guard.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call Lieutenant Commander Mike McBrady, Waterways Management Division, Coast Guard Sector New York (718) 354-2353. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

LNLM: 19/08

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## SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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### MA-MASSACHUSETTS BAY-NORTH CHANNEL

Dredging equipment has been reported lost in the vicinity of the area between buoy 4 (LLNR 10695) and buoy 8 (LLNR 10715), resulting in a possible reduction of advertised depth. All vessels should use caution transiting the area.

LNLM: 07/08

### ME - FRENCHMAN BAY - TURTLE ISLAND -

The Coast Guard has verified the position of a submerged fishing vessel in position 44-20.95N 068-06.76W, in approx 180ft of water.

LNLM: 18/07

### CT-NORWALK HARBOR-LONG ISLAND SOUND-Revised

Cable removal and installation will be done between Manresa Island and Sheffield Island and Sheffield Island and Northport, NY. The work will be done from 1 October 2007 - 1 July 2008. The hours of operation will be 24 hours a day, 7 days a week. On scene will be tug VALERIE B, barge SEI 14 & SEI 54, crew boat DAISEY W and the lay vessel SKAGERRAK, that will be monitoring VHF-FM channels 13 & 16.

LNLM: 38/07

### ME - GULF OF MAINE - BIGELOW BIGHT

The Coast Guard has verified the position of a submerged fishing vessel in position 43-20.67N 069-56.88W, in approx 500ft of water.

LNLM: 18/07

### MA-BOSTON HARBOR

Drilling, Blasting and Dredging operations are being done in Boston Harbor and the North Ship Channel until further notice. Mariners are urged to use extreme caution in the area. Locations will include, Lat. 42° 20- 19.14-N Lon. 70° 58- 46.5-W, E/SE of Castle Island, Lat. 42° 20- 23.92-N Lon. 70° 20- 46.94-W, President Roads Anchorage, Lat. 42° 21- 15.80-N Lon. 70° 55- 51.95-W, North Channel, and Lat. 42° 22- 03.70-N Lon. 70° 55- 18.83-W, North Channel. Mariners are further advised to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Diving operations will be ongoing and appropriate signals will be shown. Security zones will be established during blasting operations. Vessels involved will be the Drill Barge (120 by 38)-Alex-, and the Dredge(200 by 50) -Jonathan-. The Barges will be spudded down during good weather and will utilize anchor. VHF Channels 13 and 16 will be monitored.

Charts: 13270 13272

LNLM: 38/07

### MA-CHARLES RIVER

An uncharted obstruction has been reported in position 42-22-10.126N 071-03-24.948W. Mariners are requested to proceed with caution.

Chart 13272

LNLM: 31/07

### MA-CHELSEA CREEK

An uncharted wreck has been reported in position 42-23-03.939N 071-01-37.383W. Mariners are requested to proceed with caution.

Chart 13272

LNLM: 31/07

#### **RI-MOUNT HOPE BAY-UPPER SAKONNET RIVER (REVISED)**

Active shoaling has been reported and verified in the Upper Sakonnet River in the vicinity of Old Hummocks/Tiverton Railroad Bridge outside of the marked channel. Shoaling is active within 10 yards from the west side (Portsmouth) and 15 yards from the east side (Tiverton). Mariners are strongly encouraged to navigate within the marked channel.

LNM: 07/08

#### **RI-PROVIDENCE RIVER**

All mariners are advised that the old Russian Submarine Museum is completely submerged in the upper Providence river in its normal location at Collier Point Park Pier. This vessel is approximately 30' x 285', resting on the bottom at approximately 41-48.77N 071-24.07W, and is marked by green buoy number 43WR with a quick flashing green light. All mariners are to use extreme caution when transiting in this area.

Chart 13229

LNM: 17/07

#### **MA-CAPE COD CANAL**

Effective immediately the controlling depth of the Cape Cod Canal is changed to 30 feet as a result of a reduction in sand shoaling in the vicinity of Canal station 450 at the eastern end of Hog Island Channel, and sand shoaling in the vicinity of Canal station 155, just west of the Sagamore Bridge. Vessels drawing greater than 26 feet should consult well in advance with the Marine Traffic Controller on Duty.

LNM: 47/07

#### **MA-MASSACHUSETTS BAY, NEW INLET**

Shoaling has been reported in New Inlet from North River Junction By NR (LLNR 12355) to New Inlet By 12 (LLNR 12400). Depths of 2ft or less at mean low water may be found. New Inlet By 10 and 12 have been reported aground and laying over with the mooring exposed at low water. Mariners are urged to use extreme caution while transiting this waterway.

LNM: 32/07

#### **MA-TAUTON RIVER**

A sunken barge is in the vicinity of the Weavers Cove Energy pier. The northwest corner of the barge is located at approximate position 41-44.047, 071-08.6. The barge lies in approximately 40 feet of water, is submerged, is not visible at low tide and may present a hazard to navigation. Mariners are advised to stay clear and avoid transiting within the immediate area of the pier.

LNM: 06/08

#### **ME-GULF OF MAINE-BIDDEFORD POOL**

The Coast Guard has received the report of a sunken fishing vessel approximately 8NM Southeast of Biddeford Pool in position 43-22.2N, 070-10.1W in 38 feet of water. Mariners are advised to transit the area with caution.

Chart 13260

LNM: 03/08

#### **NJ/NY - UPPER NEW YORK BAY-PORT JERSEY CHANNEL**

Great Lakes Dredge & Dock (GLDD) will start dredging in Port Jersey Channel between Global Marine Terminal and the eastern boundary of Anchorage Ground 20F. GLDD will start in Reach 3 on, or about, December 1, 2007 and continuing until further notice. Dredging will occur 24 hours a day, 7 days per week. The dredges 55, 54, or New York will be spudded down at various locations throughout the channel during this project. The tugs Melvin Lemmerhirt and McCormack Boys, survey vessel Wolf River, 7 - 5,000 cubic yard and 3 - 8,800 cubic yard scows will also be on scene. Port Jersey Channel will not be closed to navigation and all vessels / dredges will MOVE ON DEMAND. The dredges will be equipped with AIS and programmed to display the correct dredge size and location to AIS receivers. Dredging positions will also be reported via VHF marine band radio by known geographical boundaries (i.e. 100 yards west of Bayonne Channel Buoy 2) if requested by the mariner. Dredges & support equipment are required to report their movements and positions to VTSNY on Channel 14 every 2 hours or anytime their position changes. The Dredges will monitor VHF-FM channels 13, 14 and 16. Mariners are requested to contact the dredges on channel 13 to make any necessary passing arrangements. GLDD will coordinate their dredging with the Vessel Traffic Service and the adjacent facilities to minimize the impact on the adjacent berths. Drilling and Blasting operations ARE NOT anticipated for this project. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed. VTSNY will continually assess conditions in the dredging zone and surrounding areas and may make further changes to navigation restrictions as necessary. Such changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil/newyork> > Waterways Management. Please address questions or comments to Mr. Patrick Mannion at (718) 354 4191 or via email to [Patrick.J.Mannion@uscg.mil](mailto:Patrick.J.Mannion@uscg.mil).

Chart 12334

LNM: 47/07

#### **NY-SANDY HOOK**

Shoaling has been reported in Sandy Hook point. Two adjoining locations were specifically identified as shoal areas along the southern boundary of Sandy Hook Channel. Although they are adjoining, these two shoal areas are distinguished separately and identified as Shoal A and Shoal B.

Shoal A is located in position 40° 28- 45.798- N, 074° 01- 01.081- W: In this area, a least depth of 25 ft has been identified above the latest reported Sandy Hook Channel controlling depth of 40.2 ft.

Shoal B is located in position 40° 28- 44.701- N, 074° 01- 00.735- W: In this area, a least depth of 14 feet was identified above the latest reported Sandy Hook Channel controlling depth of 19.6 feet.

Shoal A and Shoal B form a spit that begins with a 14 ft sounding on the extreme southern edge of the Sandy Hook Channel between Sandy Hook Channel Lighted Gong Buoy 13 (LLNR 36165) and Sandy Hook Channel Lighted Gong Buoy 17 (LLNR 35175). This spit extends in a north/north westerly direction encroaching into the left outside quarter of the channel with depths ranging from 14-33 feet. Mariners are requested to proceed with caution while transiting the area.

LNM: 32/07

**US-SEACOST-MAINE/NEW HAMPSHIRE/MASSACHUSETTS (REVISED)**

The Coast Guard confirmed a report that the 65' wooden Fishing Vessel LAUREN T sunk at (PA) 44-06.54N 069-05.32W on January 15, 2007. The LAUREN T is partially submerged in approximately 15 feet of water, the mast is visible by day throughout the tide cycle, and is not in a navigational channel. Mariners are advised to proceed with caution while transiting the area.

LNM: 06/08

**US-SEACOST-MAINE/NEW HAMPSHIRE/MASSACHUSETTS**

The Coast Guard has received a report that the F/V FOXY LADY has sunk in (PA) 42-56.52N 069-46.71W. Mariners are advised to proceed with caution while transiting the area.

LNM: 23/06

**ME-BIDDEFORD**

The University of New England's Marine Science Education and Research Center will deploy an oceanographic monitoring buoy in the near-shore waters around the mouth of the Saco River, approximately 0.5 nautical miles east of Wood Island, in May 2007. A temporary buoy is currently located at the site to evaluate site selection.

The buoy, deployed with assistance from the Gulf of Maine Ocean Observing System (GoMOOS), will monitor the discharge from the Saco River in addition to local ocean conditions. Information gathered by the buoy will include: wind speed/direction; water salinity and temperature; wave height/ period and direction; and information on phytoplankton abundance. Information gathered by the buoy will be available to the public through near real-time postings on the GoMOOS website ([www.gomoos.org](http://www.gomoos.org)).

For more information or to voice questions or concerns about this project, contact Michael Dunnington, Marine Science Center Laboratory Coordinator, at (207) 602-2617 or [mdunnington@une.edu](mailto:mdunnington@une.edu).

LNM: 13/07

**NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-MORICHES BAY**

There has been a report of shoaling ivo Moriches Bay Buoy 18 (LLNR 30305). All mariners are requested to transit the area with caution.

LNM: 14/08

**DHS REALIGNS TRANSPORTATION WORKERS IDENTIFICATION CREDENTIALS COMPLIANCE DATE**

Press Release  
May 2, 2008

**DHS REALIGNS TWIC COMPLIANCE DATE**

WASHINGTON The U.S Department of Homeland Security (DHS) today announced that the final compliance date for the Transportation Worker Identification Credential (TWIC) program will be April 15, 2009, which reflects a realignment of the Sept. 25, 2008 compliance date set in the final rule. The seven month extension is a direct result of collaboration with port officials and industry, and realigns the enrollment period with the original intent of the TWIC final rule.

TWIC was established in the Maritime Transportation Security Act and the SAFE Port Act to serve as an identification program for all Coast Guard credentialed mariners and personnel requiring unescorted access to secure areas within a port. The program is on track to complete enrollment for a substantial number of jurisdictions by the end of 2008, and several ports will be required to comply with TWIC regulations this year.

Owners and operators of facilities located within Captain of the Port Zones Boston, Northern New England, and Southeastern New England will need to comply by October 15, 2008. These three ports were selected based on favorable conditions that facilitate near-term implementation. These ports are ideal for initial compliance based upon geographic proximity, the size of their TWIC enrollment population, and respective enrollment efforts to date. Additional ports will be announced in the coming weeks, and the Coast Guard will provide at least 90 days notice prior to enforcement.

The TWIC program is progressing steadily and has opened more than 100 fixed enrollment centers and dozens of mobile sites nationwide. More than 250,000 workers have enrolled to date and thousands more are processed each week. Enrollment began at the Port of Wilmington, Del. in October 2007.

Workers can pre-enroll online at [www.tsa.gov/twic](http://www.tsa.gov/twic). Pre-enrollment can accelerate credentialing by allowing workers to provide biographic information and schedule a time to complete the application process in person. This eliminates delays at enrollment centers and reduces total enrollment time for each worker.

Although the compliance date has been extended seven months, workers are encouraged to enroll as soon as possible. Additional information can be found on the U.S. Coast Guard's Homeport site, <http://homeport.uscg.mil>, and on the Transportation Security Administration-s web site at [www.tsa.gov/twic](http://www.tsa.gov/twic).

LNM: 19/08

**GPS-AIS EQUIPMENT**

#### **GPS-AIS EQUIPMENT**

Reports have been verified that some SAAB R3-AIS transponders, when combined with an older GPS receiver, have stopped working while GPS satellite PRN32 is in view. Vessels affected are reported being 'invisible' to other AIS equipped vessels in addition to some AIS equipped shore stations. It has been reported vessels equipped with the SAAB R3-AIS transponders continue to receive AIS information from other AIS equipped vessels. All vessels are advised to check the proper operation of their AIS and GPS equipment. GPS problems should be reported to the USCG. USCG Navigation Center at [www.navcen.uscg.gov/gps/userinputgps.htm](http://www.navcen.uscg.gov/gps/userinputgps.htm) or contact the USCG Navigation Information Service at 703.313.5900.

LNM: 11/08

#### **MA-CAPE COD CANAL**

NOAA's National Ocean Service deployed a current and wave measurement system near the east entrance to the Cape Cod Canal on Thursday June 30, 2005. The position of the platform is 41 47.050' N 70 28.110' W near Cape Cod Canal Approach Lighted Bell Buoy 1. Mariners are requested not to anchor in this area since that may damage the instrument.

Chart 13236

LNM: 35/05

#### **MA-MASSACHUSETTS BAY**

The Coast Guard has received a report of a submerged vessel in position 42-32.767 min north latitude 070-40.062 min west longitude. Mariners are advised to use caution while transiting the area.

LNM: 15/08

#### **MA-MYSTIC RIVER**

Dredging will be done in the Mystic River, NW of the Tobin Bridge from 15 May - 15 July 2008. The hours of operation will be 7 days a week, 24 hours a day. On scene will be the Dredge GL 54, Tug ME Lemmerhirt, Tug Atlantic Dawn, Dump scows GL 63 and GL 65 that will be monitoring VHF-

LNM: 20/08

#### **MA-NEW BEDFORD**

Shoreline excavation work will done in New Bedford Harbor from 28 April - 04 July 2008. The work will done 7 days a weeks from 6:30 am - 8:00 pm. Two floating docks will be spudded in place each extending between 80 and 100 feet off the eastern shoreline into the Acushnet River. Excavators will be on the floating docks operating within the approximate north and south property line of the former Aerovox facility, extending into the river at southeast point of 70 54- 59.976- W by 41 40- 24.284- N and a northeast point of 70 54- 57.644- W by 41 40- 29.480- N. The work area is approximately 6,000 feet (.987 Nm) north of the Rte. 195 and Coggeshall Street bridges. A floating white oil boom is attached to the docks as well as blinking lights located along the docks- perimeter edge.

Mariners are urged to use extreme caution in this area and if transit is desired, hail on VHF Channel 77 or make contact on VHF Channel 13/16 to coordinate the passage and proceed with caution after passage arrangements have been made.

LNM: 17/08

#### **MASSACHUSETTS**

The Coast Guard is doing boulder relocation work at Graves Light until 7 August 2008. The work is being done during daylight hours. Onscene is a crane barge

#### **ME-CAPE NEDDICK HARBOR TO ISLES OF SHOALS-CAPE NEDDICK HARBOR**

The Coast Guard has established a safety zone 100 yards on either side of the Cape Neddick Harbor Bridge, also known as the Shore Road Bridge in Cape Neddick, Me. No vessel traffic is allowed to move within 100 yards of the bridge without permission from the Captain of The Port, Sector Northern New England. Affected mariners are requested to contact Coast Guard Sector Northern New England on Channel 16 VHF-FM for further information.

Chart 13283

LNM: 20/06

#### **ME-DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS-COWSEAGAN BAY**

The following seasonal buoys have not been established by their advertised Light List date of 15 May 2008.

- A. Cowseagan Narrows Buoy 15 (LLNR 5883)
- B. Cowseagan Narrows Buoy 16 (LLNR 5884)
- C. Cowseagan Narrows Buoy 18 (LLNR 5886)

LNM: 22/08

#### **ME-DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS-MONTSWEAG BAY**

The following seasonal buoys have not been established by their advertised Light List date of 15 May 2008.

- A. Montsweag Bay Buoy 2 (LLNR 5850)
- B. Montsweag Bay Buoy 3 (LLNR 5855)
- C. Montsweag Bay Buoy 4 (LLNR 5860)
- D. Montsweag Bay Buoy 6 (LLNR 5865)
- E. Montsweag Bay Buoy 7 (LLNR 5870)
- F. Montsweag Bay Buoy 8 (LLNR 5875)



**ME-DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS-MONTSWEAG BAY**

- G. Montsweag Bay Buoy 10 (LLNR 5880)
- H. Montsweag Bay Buoy 11 (LLNR 5881)

LNM: 22/08

**ME-DAMARISCOTTA, SHEEPSHOT AND KENNEBEC RIVERS-SASANOVA RIVER**

The following seasonal buoys have not been established by their advertised Light List date of 15 May 2008.

- A. The Boilers Buoy 2 (LLNR 5895)
- B. Sasanova River Buoy 30 (LLNR 5958)

LNM: 22/08

**ME-ENTRANCE TO SOUTH BRISTOL HARBOR**

A fishing vessel has been reported sunk at its mooring IVO South Bristol Harbor in pos 43-52.040N, 069-33.270W. All mariners are advised to transit with caution.

LNM: 20/08

**ME-PENOBSCOT RIVER-BELFAST BAY**

On April 6, 2008, a small aircraft crashed into the waters of Belfast Bay in approximate position 44-24.201N 068-57.689W. Salvage and recovery efforts are currently taking place. All mariners are requested to use caution while transiting the area.

LNM: 15/08

**NEW YORK-HUDSON RIVER-PIER C**

There will be construction of a 440' x 480' recreational pier behind Pierhead Inc. at Pier C on the Hudson River in Hoboken, NJ. Construction is scheduled to begin December 4, 2007 through June 30, 2009. Work will be conducted Monday-Friday from the hours of 700 to 1800hrs. There will be a crane "Derrick" 500 feet east of the bulkhead from old pier C to Pier A to the south. Temporary anchorage 400 feet north of Pier A and 600 feet east of the Bulkhead. Vessels on scene will be SEI-160-3, Marcy-C and Hughes 807. Anyone requiring further information regarding this project should contact Bill Simmerman 973-332-5011.

LNM: 49/07

**NEWPORT TO BERMUDA OCEAN YACHT RACE**

Commencing at 1700Z on 20 June 2008, approximately two hundred sailing yachts will depart Newport, Rhode Island bound for Bermuda, generally following a course of 149 degrees true at speeds of between five and nine knots, depending on conditions. The bulk of the sailing fleet will cross the Ambrose-Nantucket Traffic Lanes between 0000Z and 0900Z on 21 June 2008. Yachts participating in the race will be monitoring VHF-FM Channel 16. All commercial and fishing vessels in the vicinity of the direct course from Newport to Bermuda are cautioned to maintain a careful watch and are urged to make periodic announcements of their position, course and speed.

LNM: 24/08

**NJ-HACKENSACK RIVER-BERGEN COUNTY UTILITIES AUTHORITY**

Northeast Remsco Construction and Caldwell Marine International will be installing a 30 inch pipeline from the Bergen County Utilities Authority to the eastern shoreline from (pa) 40-50-03.00N, 074-01-51.09W to 40-50-01.20N, 074-01-41.59W. One crane barge (185- x 50-), two material barges (90- x 30- and 140- x 40-), and one 24- skiff will be on scene and monitoring VHF CH 13, 16, & 14. One tug will be on scene as needed. Work hours are Mon-Fri from 0700-1700 from March 17, 2008 to September 30, 2009. From approximately early Jul to mid Sep, 2008 the western half of the channel will be closed from (pa) 40-50-02.40N, 074-01-48.21W to 40-50-02.07N, 074-01-46.48W. From approximately mid Sep to the end of Nov 2008, the eastern half of the channel will be closed from (pa) 40-50-02.07N, 074-01-46.48W to 40-50-01.79N, 074-01-45.01W. The appropriate day and night markings will be aboard all floating equipment.  
Chart(s) 12337

LNM: 11/08

**NJ-NEWARK BAY 50 DEEPENING PROJECT (REVISED)**

Great Lakes Dredge & Dock (GLDD) continues dredging in Newark Bay on a 24-hour / 7-days per week basis. The dredges 55 and New York, tugs Melvin Lemmerhirt and McCormack Boys, survey vessel Wolf River, and 7 - 5,000 cubic yard scows will be on scene. Additional vessels may be used as necessary. Newark Bay will not be closed to navigation and dredges will MOVE ON DEMAND. The dredges will be equipped with AIS and programmed to display the correct dredge size and location to AIS receivers. Dredging positions will also be reported via VHF marine band radio by known geographical boundaries (i.e. 100 yards off Berth 90) if requested by the mariner. Dredges & support equipment are required to report their movements and positions to VTSNY on Channel 14 every 2 hours or anytime their position changes. The Dredges are monitoring Channels 13, 14, and 1. Mariners are requested to contact the dredge on Channel 13 to make any necessary passing arrangements. GLDD will coordinate their dredging with the Vessel Traffic Service and the Port Authority of NY/NJ to minimize the impact on the adjacent berths. Turbidity sensors, marked with orange buoys, will be deployed within 200 yards of the dredges. A small boat will be on scene to tend the buoys and remove them at the end of each day or when navigational safety concerns are present. GLDD will report the buoy positions to VTSNY on Channel 14. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed. Blasting operations will be necessary in the vicinity of Berths 88 and 90 and northwest of Newark Bay Channel Lighted Buoy 10 (LLNR 37435). The following additional restrictions will be enforced during blasting ops:

- a. APM and Maher Terminals will notify vessels berthing within 1,500 feet of the blasting zone before they arrive at berths 78-96.
- b. All vessels must remain at least 150 feet from all drilling and blasting equipment.
- c. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTSNY.

#### **NJ-NEWARK BAY 50 DEEPENING PROJECT (REVISED)**

- d. No vessel shall enter an area of drilling or blasting when they are advised by the drilling barge or VTSNY that a misfire or hang fire has occurred. Vessels already underway in the blasting zone shall proceed to clear the impacted area immediately.
- d. GLDD and VTSNY will make security broadcasts 2 hours, 1 hour, and 30 minutes prior to the blast.
- e. 15 minutes prior to the blast: No vessels may be under way within 1,500 feet of the blasting area.
- f. 5 minutes prior to the blast: VTSNY authorizes the blast and makes a security broadcast.
- g. 1 minute prior to the blast: VTSNY and GLDD make security broadcasts.
- h. 10 seconds prior to the blast: GLDD counts down the blast on CH 13.
- i. GLDD announces -All Clear from Newark Bay Blasting- on CH 13.
- j. Blasting operations will start in Area D and last about 4 weeks. Blasting will follow in Area C2 and last about 2 weeks during June-July 2008. VTSNY will continually assess conditions in the dredging zone and surrounding areas and may make further changes to navigation restrictions as necessary. Such changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil>. Please address questions or comments to Mr. Patrick Mannion at (718) 354 4191 or via email to [Patrick.J.Mannion@uscg.mil](mailto:Patrick.J.Mannion@uscg.mil).

Chart 12333

LNLM: 23/08

#### **NY - SHINNECOCK BAY TO EAST ROCKAWAY INLET-MORICHES BAY**

Shoaling has been reported between Moriches Bay Buoy 26 (LLNR 30335) and Moriches Bay Lighted Buoy 29 (LLNR 30365). Depths of 1.5 feet were encountered at low tide. Vessels are advised to use caution when navigating in the area.

Chart 12352

LNLM: 28/03

#### **NY-EAST RIVER**

Spearin Preston & Burrows Inc. will be installing temporary pilings and a water intake filter at 4 locations as part of the New York Waterfalls project. Work hours are Mon-Fri, 0600-1700, from May 12 to June 4, 2008. Each location is expected to take 2-3 days. They will use a floating construction platform consisting of one crane barge, one tugboat, and one material barge. The crane barge will be anchored with a four-point anchoring system attached to four buoys. Channel side buoys at the Governors Island site will be in (pa) 40-41-40.07N, 074-00-59.57W and 40-41-39.39N, 074-00-55.67W. Channel side buoys at the Brooklyn Pier 5 site will be in (pa) 40-41-47.75N, 074-00-05.67W and 40-41-44.55N 074-00-07.89W. Channel side buoys at the Brooklyn Bridge location will be in (pa) 40-42-20.05N, 073-59-41.24W and 40-42-17.39N, 073-59-46.37W. Channel side buoys at the Pier 35 location will be in (pa) 40-42-31.37N, 073-59-18.33W and 40-42-30.36N, 073-59-23.83W. A No Meeting / No Passing zone will be established between the Manhattan Bridge and the south end of Pier 1 Brooklyn during work at the Brooklyn Bridge tentatively scheduled between May 22 and June 4. The two mooring buoys projecting outboard, into, or near, the channel, at the Brooklyn Bridge and Pier 35 locations will be illuminated at night with a Quick Flashing all around white light visible for at least three nautical miles. If either of these two lighted mooring buoys are extinguished the contractor will immediately dispatch a lighted small boat to maintain station by the mooring buoy until the buoy is relit. During non working hours, the unmanned construction platform will remain on site and be illuminated with an all around white light visible for at least one nautical mile on its outboard corners. Mariners are advised to transit the area with caution and proceed at no wake/minimum speed when passing. For further information on construction operations, contact the 24-hr project supervisor at 347-672-2109, 917.560.7514, or the Coast Guard Vessel Traffic Center on VHF-FM channel 14, 12, or (718) 354-4088.

Charts: 12334 12335

LNLM: 19/08

#### **NY-SHINNECOCK BAY TO EAST ROCKAWAY INLET-STATE BOAT CHANNEL-HAZARDS TO NAVIGATION**

An uncharted shoal in the middle of the channel was discovered approximately 465 yards NE of State Boat Ch Dbn 25 (LLNR 31065). An uncharted shoal running in a general north east direction into the channel approximately 5 yds east of State Boat Channel Buoy 76 (LLNR 31436). All mariners are advised to use caution and exercise prudent seamanship while transiting the area.

Chart 12352

LNLM: 39/05

#### **NY-VT-CUMBERLAND HEAD TO FOUR BROTHERS ISLANDS-RIVIERE RICHELIEU TO SOUTH HERO ISLAND-BARBER POINT TO WHITEHALL-FOUR BROTHERS ISLAND TO BARBER POINT**

The following seasonal aids have not been established by their advertised Light List date of 01 MAY 2008.

- A. Crown Point Lighted Buoy 58 (39865)
- B. Crane Point Shoal Lighted Buoy 55 (39845)
- C. LA Roche Reef Lighted Buoy 20 (39250)
- D. Stave Island Buoy 29 (39515)

LNLM: 20/08

#### **NY/NJ-ATLANTIC OCEAN-AMBROSE LIGHT (REVISED)**

The Captain of the Port New York has established a temporary safety zone within a 250 yard radius of Ambrose Light (LLNR 720) at 40-27-00N, 073-48-00W, and approximately 8.35 nm east of Sandy Hook, NJ. This rule is effective until further notice. In accordance with the general regulations in 33 CFR 165.23, entry into, transiting, or anchoring within this safety zone is prohibited unless authorized by the Captain of the Port New York, or his on-scene representative. On-scene representative means any commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local state, and federal law enforcement vessels who have been authorized to act on behalf of the Captain of the Port, New York.

Chart 12326

LNLM: 19/08

#### **NY/NJ-UPPER NEW YORK BAY**

Donjon Marine will be conducting dredging operations in Anchorage Channel in the vicinity of Gowanus Flats Lighted Bell Buoys 22 and 24 until

**NY/NJ-UPPER NEW YORK BAY**

approximately January 22, 2009. Dredging operations will occur 24 hours a day, 7 days per week. The dredges DELAWARE BAY, MICHIGAN, NEWARK BAY, or J.P. BOISSEAU will be spudded down at various locations throughout the channel during this project. The tug PAUL ANDREW, launch MATTHEW SCOTT, and various WITTE hopper Scows (dimensions 195- x 35- up to 260- x 52.5-) will also be on scene. The project area will remain open to navigation and all vessels / dredges will MOVE ON DEMAND. Dredges and support equipment will report their movements and positions to Vessel Traffic Service New York (VTSNY) on Channel 14. VTSNY will provide dredge location information in relation to known navigational marks (i.e. buoys, anchorage grounds, landmarks, etc.). Dredges will monitor VHF-FM channels 13 and 16. Mariners are requested to contact the dredges on channel 13 to make any necessary navigational arrangements. The assist tug will be AIS equipped and alongside the dredge at all times. The vessels can move within 15 minutes. Blasting operations ARE NOT anticipated for this project.

Chart 12334

LNM: 04/07

**RI-NARRAGANSETT BAY-PROVIDENCE RIVER**

A 30-35 foot cabin cruiser is partially submerged in the Providence River with 4 feet of bow protruding from the water. The vessel is in approximate position 41-48.18N 071-23.17W, marked with a 1 x 3 foot white fender tied to the bow. Mariners are requested to use caution when transiting the area.

Chart 13224

LNM: 43/06

**SECTION VIII - LIGHT LIST CORRECTIONS**

An Asterisk \*, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
731	<i>FSRU Research Lighted Buoy A</i>	40-09-00.000N 073-39-00.000W	Fl Y 4s			Yellow.	Private aid.	24/08
*	*	*	*	*	*	*	*	
732	<i>FSRU Research Lighted Buoy B</i>	40-04-00.000N 073-29-00.000W	Fl Y 4s			Yellow.	Private aid.	24/08
*	*	*	*	*	*	*	*	
1520	Norton Island Buoy 2	44-29-27.978N 067-45-21.430W				Red nun.		24/08
	*		*		*	*		
25611	<i>Beach Point Yacht Club Lighted Hazard Buoy</i>	40-56-24.000N 073-43-24.000W	Fl W 4s			White with orange bands.	Marks rock. Private aid.	24/08
*	*	*	*	*	*	*	*	

**ENCLOSURES****ENCLOSURE**

Bridge section

**ENCLOSURE**

Marine events

T. S. Sullivan  
Rear Admiral, U.S. Coast Guard  
Commander, First Coast Guard District

# BRIDGE SECTION

<u>BRIDGE</u>	<u>TYPE</u>	<u>WATERWAY</u>	<u>NM</u>	<u>SUBJECT</u>
Deer Isle/Sedgwick	F	Eggemoggin Reach	2.8	Bridge Rehabilitation
Route 1A (High Street)	F	Parker River	1.8	Bridge Construction
Congress Street Bridge	B	Fort Point Channel	0.3	Bridge Repairs
Longfellow Bridge	F	Charles River	2.5	Channel reduction
Boston University Bridge	F	Charles River	3.5	Channel reduction
Neponset River Bridge	F	Neponset River	1.5	Bridge Pier Rehabilitation
Fox Hill SR107 Bridge	B	Saugus River	2.5	Bridge repairs
Route 3A	B	Fore River	3.5	Bridge Demolition
Sea Street Bridge	F	South River	1.9	Bridge Construction
Route 6	B	Taunton River	1.8	New Bridge Construction
Brightman St Bridge	B	Taunton River	2.1	Partial channel obstruction
Beach Road	F	Lagoon Pond	0.0	Bridge Construction
Route 114 Bridge	F	Barrington River	0.4	Bridge Construction
Route 114 Bridge	F	Palmer River	0.4	Bridge Construction
Jamestown Ver Bridge	F	Narragansett Bay	5.7	Bridge maintenance
I-195 Bridge	F	Providence River	2.1	Bridge Construction
I-195 (Washington) Bridge	F	Seekonk River	0.6	Bridge Construction/Channel Restriction
Thames River RR Bridge	B	Thames River	3.0	Bridge Replacement
I-95 Bridge	F	Quinnipiac River	0.1	Emergency Deck Repairs
Throgs Neck Bridge	F	East River	15.8	Bridge Painting/Scaffolding
Bronx-Whitestone Br.	F	East River	13.8	Barge Placement
I-678 Bridge	F	Flushing River	0.2	Bridge Rehabilitation
DB Bridge	B	Dutch Kills	1.1	Bridge Closure
Queensboro (59 <sup>th</sup> ) Street	F	East River	5.5	Vertical Clearance Reduction
Queensboro (59 <sup>th</sup> ) Street	F	East River	5.5	Vertical Clearance Reduction
Roosevelt Island Bridge	VL	East River	6.4	Vertical Clearance Reduction
Williamsburg Bridge	F	East River	2.3	Bridge Rehabilitation
Williamsburg Bridge	F	East River	2.3	Traveler Platform Replacement
Brooklyn Bridge	F	East River	0.8	Vertical Clearance Reduction
Brooklyn Bridge	F	East River	0.8	Vertical Clearance Reduction
Manhattan Bridge	F	East River	1.1	Rehabilitation/VCR
125 <sup>th</sup> Street Bridge	VL	Harlem River	1.3	Bridge Painting
Willis Avenue	SW	Harlem River	1.5	Bridge Replacement
145 <sup>th</sup> Street Bridge	SW	Harlem River	2.8	Bridge Span Replacement
Spuyten-Duyvil RR Bridge	SW	Harlem River	7.9	Fender Repair/channel restriction
Roslyn Viaduct Bridge	F	Hempstead Harbor	4.8	Bridge Replacement
Pelham Parkway Bridge	B	Hutchinson River	0.4	Fender Repairs
Tappan Zee Bridge	F	Hudson River	27.7	Vert. Clear. Reduction/Hot work
George Washington Bridge	F	Hudson River	11.0	Fender System Installation
Bear Mountain Bridge	F	Hudson River	46.7	Bridge Cable Inspection
Rip Van Winkle	F	Hudson River	113.6	Bridge Painting
Robert Moses Causeway	F	Great South Bay	7.3	Bridge Painting
Wantagh State Parkway	F	Sloop Channel	15.4	Bridge Replacement/Channel
Cross Bay Blvd Bridge	F	Jamaica Bay	6.0	Bridge Rehabilitation
Shore Parkway Bridge	B	Jamaica Bay	0.8	Test Borings
Hamilton Avenue Bridge	B	Gowanus Canal	1.2	Bridge Reconstruction/channel closure
Robert Moses Causeway	B	State Boat Channel	30.7	Bridge Painting/Channel Restrictions
Driscoll (GSP)	F	Raritan River	2.2	Bridge Widening
Route 36 Bridge	B	Shrewsbury River	1.8	Bridge Replacement
Verrazano Bridge	F	New York Harbor	0.0	Biennial Bridge Inspection
Bayonne Bridge	F	Kill Van Kull	1.5	Bridge Rehabilitation
Portal Bridge	SW	Hackensack River	5.0	Fender Damage
DB RR Bridge	SW	Hackensack River	5.4	Navigation Lights Extinguished
Route 7 Bridge	VL	Hackensack River	3.1	Bridge Inspection
HX RR Bridge	B	Hackensack River	7.7	Bridge Painting
Dock VL Bridge	VL	Passaic River	5.0	Bridge Inoperative
Stickle Memorial Bridge	VL	Passaic River	5.8	Bridge Rehabilitation
Goethals Bridge	F	Arthur Kill	11.5	Biennial Bridge Inspection
Outerbridge Crossing	F	Arthur Kill	2.0	Biennial Bridge Inspection

\\KEY: F-Fixed SW-Swing R-River C-Canal CK-Creek B-Bascule VL-Vertical Lift  
Ch-Channel Hbr-Harbor Th-Thoroughfare NM-Nautical mile.

## COAST GUARD HAS GRANTED APPROVAL FOR THE FOLLOWING BRIDGE DEVIATION AND REGULATION CHANGES:

<u>BRIDGE/ WATERWAY</u>	<u>MILE</u>	<u>33CFR Sect.</u>	<u>DEVIATION/RULE</u>	<u>EFF.DATE</u>
Craigie Bridge/Charles River	1.0	117.591(e)	Temporrary Deviation	7/4//08

Amtrak RR Bridge/Thames River	3.0	117.224	Temporary Deviation	6/1/08-6/30/08
Triboro Lift Bridge/Harlem River	1.3	117.789(d)	Temporary Deviation	5/1/08-8/31/08
Robert Moses Causeway/State Boat Channell	30.7	117.799(i)	Temporary Deviation	3/31/08-06/15/08
Hamilton Ave Bridge/Gowanus Canal	1.2	117.787	Advance Notice	11/5/07-01/15/09
McArdle Bridge/Chelsea Creek	0.3	117.593	Temporary Deviation	6/14/08
AKRR Bridge/Arthur Kill	11.6	117.747	Test Deviation	6/1/08- 09/21/2008
Bayville Bridge/Mill Neck Creek	0.1	117.800	Final Rule	6/23/08

**APPLICATION HAS BEEN RECEIVED FOR COAST GUARD PERMIT FOR THE FOLLOWING BRIDGES:**

BRIDGE	WATERWAY	MILE	NOTICE	COMMENT PERIOD
Fox Hill (Route 107)	Saugus River	2.5	1-068	6/9/08 - 7/9/08

**MAINE – APPROACHES TO BLUE HILL BAY – EGGEMOGGIN REACH – Bridge Rehabilitation Construction & Vertical Reduction** – Rehabilitation construction is underway at the Deer Isle Sedwick Bridge, mile 2.8, across Eggemoggin Reach between Deer Isle and Sedwick, Maine, and will continue through July 15, 2008. Vertical clearance is reduced by approximately 5 feet under the main span by containment shielding. Mariners should exercise caution while transiting the bridge.  
Chart 13316 LNM 24/08 (CGD1)

**MASSACHUSETTS – NEWBURYPORT HARBOR AND PLUM ISLAND SOUND – PARKER RIVER – Bridge Construction and vertical reduction** – Construction of the new Route 1A (High Street) Bridge at mile 1.8, across the Parker River at Newbury, Massachusetts, is underway and will continue through 2010. Containment netting has been installed under the bridge reducing the vertical clearance by approximately one foot or less. Work barges will be located at various locations and will move upon request. Working hours are from 7 a.m. to 3:30 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.  
Chart 13282 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – FORT POINT CHANNEL – Bridge Repairs** – Protective fender repairs and bridge rehabilitation construction are underway at the Congress Street Bridge, mile 0.3, across Fort Point Channel in Boston, Massachusetts. Barges may be located at various locations. Mariners should exercise caution while transiting the area.  
Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – CHARLES RIVER – Channel reduction** – Work is ongoing and will continue through 1 August 2008 at the Longfellow Bridge, mile 1.5, across the Charles River at Boston. A 20 X 40 foot Barge will be located under the bridge in the main channel seven days a week between 6 a.m. and midnight. During non-working hours the barge will be located outside the main channel. The work barge will move upon request for any vessel traffic that requires the full channel width for passage by calling (781) 760-5382 or (617) 719-0585. Mariners should exercise extreme caution while transiting the area.  
Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – CHARLES RIVER – Channel reduction** – Work is ongoing and will continue through 1 August 2008 at the Boston University Bridge, mile 3.5, across the Charles River at Boston. Two interconnected work Barges totaling 20' X 40' in total combined area will be located under the bridge in the main channel seven days a week between 6 a.m. and midnight. During non-working hours the barge will be located outside the main channel. For vessel traffic requiring full channel width the work barge will move upon request by calling (781) 760-5382 or (617) 719-0585. Mariners should exercise extreme caution while transiting the area.  
Chart 13272 LNM 24/08 (CGD1)

**MASSCHUSETTS – BOSTON HARBOR – CHARLES RIVER – Bridge closure** - The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Craigie Bridge across the Charles River at mile 1.0, at Boston, Massachusetts. Under this temporary deviation the bridge may remain in the closed from 11 p.m. on July 4, 2008 through 1 a.m. on July 5, 2008 to facilitate a public event, the annual Chelsea River Revel and 5K Road Race. This deviation is necessary to facilitate public safety during a public event.  
Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR - CHELSEA RIVER – Bridge Closure** - The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the McArdle Bridge across the Chelsea River at mile 0.3, at Boston, Massachusetts. Under this temporary deviation the bridge may remain in the closed from 8 a.m. to 5 p.m. on June 14, 2008, to facilitate a public event, the Boston Fourth of July Fireworks Celebration. This deviation is necessary to facilitate public safety during a public event.  
Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – NEPONSET RIVER – Bridge Pier Rehabilitation** – Work is underway to rehabilitate the Neponset River highway bridge at mile 1.5, across the Neponset River between Boston and Quincy, Massachusetts. Rehabilitation construction will take three years to complete. Work barges will be located at various pier locations during the prosecution of these repairs. Mariners should exercise caution while transiting the area.  
Chart 13270 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – SAUGUS RIVER – Bridge repairs** – Bridge pier work is underway at the Fox Hill SR107 Bridge across the Saugus River at mile 2.5, between Lynn and Saugus, Massachusetts, and will continue through the end of June 2008. Working hours will be from 7 a.m. to 3:30 p.m. Monday Friday. A 20 x 40 work barge will be located at the bridge at various locations. The barge may be located in the main channel at times but will move immediately upon request by contacting the bridge tender on VHF channels 13 or 16, or by calling Mr. Steve Monaco of NEL Corporation at 508-509-8932 or Mass Highway at 1-800-227-0608.  
Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS – BOSTON HARBOR – SAUGUS RIVER – Temporary Bridge** – The Coast Guard has received an application from Massachusetts Highway Department for a permit to construct a temporary movable bridge structure to accommodate vehicular traffic during the proposed replacement of the existing Fox Hill Bridge, mile 2.5 at Saugus, MA. Comments on this proposal should be forwarded to the office of the Commander (dpb),

# Haverstraw, Hudson River, 2008

F—Flood, Dir. 345° True      E—Ebb, Dir. 166° True

January								February								March							
Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum		Slack		Maximum	
	h	m	knots		h	m	knots		h	m	knots		h	m	knots		h	m	knots		h	m	knots
1 Tu	0159	0519	1.1F	16 W	0048	0425	1.2F	1 F	0234	0605	1.0F	16 Sa	0238	0559	1.0F	1 Sa	0155	0522	0.9F	16 Su	0238	0545	0.9F
	0858	1139	0.8E		0747	1047	1.0E		0942	1248	0.9E		0917	1227	1.1E		0840	1202	0.9E		0856	1207	1.1E
	1520	1730	0.4F		1410	1656	0.6F		1650	1903	0.4F		1601	1901	0.8F		1604	1833	0.5F		1539	1846	0.9F
	1949	2325	0.9E		1928	2252	1.1E		2131				2156				2117				2148		
2 W	0238	0605	1.1F	17 Th	0144	0519	1.2F	2 Sa		0034	0.7E	17 Su		0049	1.0E	2 Su		0006	0.6E	17 M		0037	1.0E
	0950	1237	0.8E		0845	1149	1.1E		0321	0651	1.0F		0349	0705	1.0F		0250	0614	0.9F		0349	0655	0.9F
	1628	1831	0.4F		1521	1804	0.7F		1021	1332	1.0E		1022	1328	1.2E		0929	1250	0.9E		1007	1309	1.1E
	2044				2041	2357	1.1E		1733	1958	0.5F		1701	2005	0.9F		1647	1924	0.6F		1639	1947	1.0F
3 Th		0015	0.8E	18 F	0245	0617	1.2F	3 Su	0125	07E		18 M	0149	1.1E	3 M	0058	0.7E	18 Tu	0135	1.1E			
	0317	0649	1.1F		0943	1249	1.2E		0407	0737	1.0F		0454	0809		1.1F	0343		0705	0.9F	0451	0759	1.0F
	1034	1327	0.9E		1625	1913	0.7F		1100	1414	1.1E		1125	1425		1.2E	1017		1335	1.0E	1110	1406	1.2E
	1725	1930	0.4F		2157				1812	2045	0.6F		1757	2101		1.0F	1725		2009	0.7F	1733	2041	1.0F
4 F		0103	0.8E	19 Sa		0100	1.1E	4 M		0212	0.8E	19 Tu		0244	1.2E	4 Tu		0145	0.8E	19 W		0229	1.2E
	0356	0730	1.1F		0349	0716	1.2F		0452	0822	1.1F		0553	0907	1.1F		0434	0754	1.0F		0547	0854	1.0F
	1110	1410	1.0E		1040	1346	1.3E		1139	1454	1.2E		1222	1519	1.3E		1103	1417	1.1E		1204	1458	1.2E
	1812	2025	0.4F		1724	2018	0.8F		1848	2127	0.7F		1849	2154	1.0F		1757	2049	0.8F		1821	2130	1.1F
5 Sa		0151	0.8E	20 Su		0201	1.1E	5 Tu	0009	0257	0.8E	20 W	0048	0336	1.3E	5 W		0230	0.9E	20 Th	0030	0319	1.3E
	0435	0810	1.2F		0452	0816	1.2F		0536	0905	1.1F		0646	1000	1.2F		0521	0840	1.0F		0639	0944	1.0F
	1143	1450	1.1E		1136	1442	1.3E		1220	1533	1.2E		1313	1609	1.3E		1147	1457	1.2E		1251	1544	1.2E
	1852	2114	0.5F		1818	2117	0.9F		1919	2206	0.8F		1938	2243	1.1F		1825	2126	0.9F		1903	2215	1.1F
6 Su		0237	0.8E	21 M	0009	0258	1.2E	6 W	0049	0340	0.9E	21 Th	0138	0426	1.3E	6 Th	0018	0315	1.1E	21 F	0119	0408	1.3E
	0514	0850	1.2F		0552	0913	1.2F		0620	0949	1.2F		0736	1049	1.1F		0608	0924	1.1F		0730	1030	1.0F
	1215	1528	1.2E		1231	1535	1.4E		1300	1612	1.3E		1400	1655	1.3E		1228	1537	1.2E		1332	1626	1.2E
	1929	2159	0.6F		1911	2213	1.0F		1948	2243	0.8F		2022	2329	1.1F		1852	2203	1.0F		1941	2257	1.2F
7 M	0036	0322	0.8E	22 Tu	0106	0352	1.2E	7 Th	0129	0423	1.0E	22 F	0227	0514	1.2E	7 F	0100	0359	1.2E	22 Sa	0206	0455	1.2E
	0554	0930	1.2F		0649	1009	1.2F		0705	1032	1.2F		0826	1136	1.1F		0655	1008	1.1F		0821	1115	0.9F
	1250	1605	1.3E		1325	1627	1.4E		1340	1650	1.3E		1441	1738	1.3E		1309	1616	1.3E		1409	1706	1.2E
	2004	2242	0.7F		2002	2306	1.0F		2014	2321	0.9F		2102				1920	2240	1.1F		2015	2337	1.2F
8 Tu	0121	0405	0.8E	23 W	0158	0443	1.2E	8 F	0211	0506	1.1E	23 Sa		0014	1.1F	8 Sa	0143	0443	1.3E	23 Su	0251	0540	1.2E
	0635	1012	1.2F		0742	1103	1.2F		0751	1116	1.1F		0316	0601	1.2E		0743	1053	1.0F		0913	1200	0.8F
	1327	1643	1.3E		1416	1716	1.4E		1419	1728	1.4E		0917	1222	0.9F		1349	1657	1.3E		1445	1745	1.1E
	2037	2322	0.7F		2052	2357	1.0F		2041	2359	1.0F		1518	1819	1.2E		1952	2319	1.2F		2048		
9 W	0203	0448	0.9E	24 Th	0249	0533	1.2E	9 Sa	0255	0550	1.2E	24 Su		0057	1.1F	9 Su	0228	0528	1.3E	24 M		0017	1.2F
	0718	1055	1.2F		0834	1154	1.1F		0839	1201	1.1F		0404	0649	1.1E		0832	1140	1.0F		0333	0625	1.1E
	1407	1721	1.3E		1504	1804	1.3E		1458	1808	1.4E		1012	1308	0.8F		1431	1739	1.3E		1006	1247	0.7F
	2107				2140				2113				2215				2029				1523	1824	1.0E
10 Th		0002	0.8F	25 F		0046	1.0F	10 Su		0040	1.1F	25 M		0139	1.1F	10 M		0001	1.3F	25 Tu		0055	1.1F
	0243	0530	0.9E		0339	0622	1.1E		0341	0637	1.2E		0452	0737	0.9E		0313	0615	1.4E		0413	0708	1.0E
	0803	1140	1.1F		0927	1244	1.1F		0931	1249	1.0F		1111	1355	0.6F		0923	1230	0.9F		1100	1335	0.6F
	1447	1800	1.3E		1547	1849	1.3E		1538	1850	1.3E		1628	1940	1.0E		1517	1824	1.3E		1604	1906	0.9E
11 F		0041	0.9F	26 Sa		0134	1.0F	11 M		0123	1.2F	26 Tu		0220	1.1F	11 Tu		0046	1.3F	26 W		0135	1.0F
	0326	0614	1.0E		0432	0712	1.0E		0430	0726	1.2E		0538	0827	0.9E		0400	0703	1.3E		0449	0752	1.0E
	0851	1225	1.1F		1023	1332	0.9F		1027	1339	0.9F		1215	1444	0.5F		1017	1325	0.9F		1154	1426	0.5F
	1526	1839	1.3E		1626	1934	1.2E		1622	1935	1.3E		1708	2024	0.9E		1609	1914	1.2E		1653	1951	0.7E
12 Sa		0121	0.9F	27 Su		0219	1.0F	12 Tu		0209	1.2F	27 W		0302	1.0F	12 W		0135	1.2F	27 Th		0216	1.0F
	0411	0700	1.0E		0526	0805	0.9E		0520	0818	1.1E		0623	0920	0.8E		0447	0754	1.3E		0526	0838	0.9E
	0943	1312	1.0E		1124	1419	0.7F		1128	1435	0.8F		1320	1538	0.4F		1115	1423	0.8F		1247	1518	0.5F
	1606	1920	1.3E		1702	2018	1.1E		1713	2028	1.2E		1757	2114	0.7E		1708	2010	1.1E		1749	2042	0.6E
13 Su		0203	1.0F	28 M		0304	1.0F	13 W		0259	1.2F	28 Th		0345	0.9F	13 Th		0229	1.1F	28 F		0301	0.9F
	0500	0750	1.0E		0622	0901	0.8E		0613	0916	1.1E		0708	1015	0.8E		0539	0850	1.2E		0605	0927	0.9E
	1040	1402	0.9F		1232	1508	0.6F		1236	1536	0.7F		1420	1636	0.4F		1218	1526	0.8F		1339	1612	0.5F
	1647	2004	1.3E		1738	2103	1.0E		1814	2129	1.1E		1900	2211	0.6E		1815	2114	1.0E		1852	2138	0.5E
14 M		0247	1.1F	29 Tu		0026	1.0F	14 Th		0020	1.1F	29 F		0101	0.9F	14 F		0003	1.0F	29 Sa		0014	0.8F
	0553	0845	1.0E		0718	1000	0.7E		0710	1018	1.1E		0753	1109	0.8E		0636	0953	1.1E		0651	1020	0.9E
	1144	1454	0.8F		1345	1602	0.4F		1347	1642	0.7F		1515	1736	0.5F		1326	1632	0.8F		1429	1705	0.6F
	1732	2053	1.2E		1820	2152	0.9E		1925	2236	1.0E		2010	2310	0.6E		1928	2224	0.9E		1955	2238	0.5E
15 Tu		0334	1.2F	30 W		0107	1.0F	15 F		0126	1.1F	15 Sa		0119	0.9F	15 Sa		0435	0.9F	30 Su		0115	0.8F
	0649	0945	1.0E		0811	1101	0.7E		0811	1123	1.1E		0753	1109	0.8E		0636	0953	1.1E		0743	1114	0.9E
	1255	1552	0.7F		1456	1700	0.4F		1456	1752	0.8F		1515	1736	0.5F		1326	1632	0.8F		1514	1757	0.6F
	1824	2150	1.1E		1912	2245	0.8E		2043	2344	1.0E		2010	2310	0.6E		2042	2333	1.0E		2052	2335	0.6E
16 W		0149	1.0F	31 Th		0518	1.0F																
	0900	1158	0.8E			1558	1803	0.4F															
	2019	2340	0.7E			2019	2340	0.7E															

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.



**US Army Corps  
of Engineers®**

New York District  
26 Federal Plaza  
New York, N.Y. 10278  
ATTN: CENAN-OP-ST

# Public Notice

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In replying refer to:  
Public Notice No. ARTHUR KILL REACH 08  
Published: 1/18/08  
Expires: 2/18/08

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## **MAINTENANCE DREDGING OF ARTHUR KILL REACH OF THE NEW YORK AND NEW JERSEY CHANNELS, FEDERAL NAVIGATION CHANNEL**

### **TO WHOM IT MAY CONCERN:**

The New York District U.S. Army Corps of Engineers, pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 (33 U.S.C. 1344) of the Federal Water Pollution Control Act (amended in 1977 and commonly referred to as the Clean Water Act), proposes to perform maintenance dredging in the Arthur Kill Reach of the New York and New Jersey Channels (see Figure #1), contingent on fiscal year 2008 funding. The dredged material from this project is proposed to be placed at a suitable state-permitted upland disposal site(s) to be approved by the Government.

**ACTIVITY:** Maintenance Dredging of Arthur Kill Reach of the New York and New Jersey Channels, Federal Navigation Project.

**WATERWAY:** New York and New Jersey Channels Federal Navigation Project

**LOCATION:** The Arthur Kill Reach is a portion of the New York and New Jersey Channels located between the Outerbridge Crossing, mile 14, in the south extending to the Gulfport Reach, mile 23.5, in the north.

Maintenance dredging of the New York and New Jersey Channels Federal navigation project was authorized by the Rivers and Harbors Act of 1933 and subsequently modified by the Rivers and Harbors Act of 1935, 1950, 1965 and 1985. The Arthur Kill Reach portion of this channel provides for:

A channel 37 ft. deep in rock and 35 ft. deep in soft material, 600 ft. wide beginning north of the Raritan River at the Outerbridge crossing a point 1,000 ft. north of Smith Creek, thence 500 ft. wide, to a point 1,000 ft. south of the location of former Buckwheat Island; thence 500 to 600 ft. wide passing north of the Gulfport Reach towards the Goethals Bridge with a modification to shift the New Jersey side boundary twenty five (25) feet eastward at Trembley Point, Arthur Kill, New York and New Jersey Channels, resulting in the reduction of the width of the channel from 600 feet to 575 feet at Trembley Point. Length – about 9 miles.

This activity is being evaluated to determine that the proposed dredging with placement of dredged material on an upland disposal site will not unreasonably degrade or endanger human health, welfare, economic potential, recreation and aesthetics, water quality, marine resources, ecological systems and/or flood protection.

The Corps of Engineers is soliciting comments from the public; federal, state and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Comments are used to assess impacts on navigation, water quality, endangered species, historic resources, wetlands, scenic and recreational values, and other public interest factors. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act and to determine the need for a public hearing.

ALL COMMENTS REGARDING THIS ACTIVITY MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE AT THE ADDRESS ON THE FRONT PAGE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person who has an interest which may be affected by the placement of this dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within the comment period of this notice and must clearly set forth the interest which may be affected, and the manner in which the interest may be affected by the activity. It should be noted that information submitted by mail is considered just as carefully in the process and bears the same weight as that furnished at a public hearing.

No known archaeological, scientific, prehistorical or historical data are expected to be lost by work accomplished under the required dredging.

Reviews of the activity pursuant to Section 404 of the Clean Water Act will include application of the guidelines announced by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act. The Corps will obtain a water quality certificates (WQC) from the New York State Department of Environmental Conservation and, as applicable, from the State of New Jersey Department of Environmental Protection in accordance with Section 401 of the Clean Water Act.

Pursuant to Section 307 of the Coastal Zone Management Act of 1972 as amended [16 USC 1456(c)], for activities conducted or supported by a federal agency in a state which has a federally approved Coastal Zone Management (CZM) program, the Corps will submit a determination that the proposed project is consistent with the CZM programs of the State of New York and of the State of New Jersey to the maximum extent practicable. For activities within the coastal zone of the State of New York, project information is available from the Coastal Zone Management Program, New York State Department of State, Division of Coastal Resources, 41 State Street, Albany New York 1223.51, telephone (518) 474-3642. For activities within the coastal zone of the State of New Jersey, project information is available from State of New Jersey Department of Environmental Protection, Bureau of Coastal Regulation, CN 401, 501 East State Street, Second Floor, Trenton, New Jersey 08625-0401, telephone (609) 633-9277.

In compliance with Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act (1996 amendments), an Essential Fish Habitat Assessment will be prepared and submitted to the National Marine Fisheries Service for review and comment.



The proposed work is being coordinated with the following Federal, State and local agencies:

- U.S. Environmental Protection Agency
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Department of Commerce, National Marine Fisheries Service
- U.S. Coast Guard, Third District
- New York State Department of Environmental Conservation
- New York State Department of State
- State of New Jersey Department of Transportation, New Jersey Maritime Resources
- State of New Jersey Department of Environmental Protection

If you have any questions concerning this notice, you may contact this office at (917) 790-8404 and ask for Mr. Joseph Olha, Project Manager. Comments or questions may be FAXED to (212) 264-1463 ATTN: Mr. Joseph Olha.

### **DESCRIPTION OF PLANNED FEDERAL ACTION:**

By Public Notice No. Arthur Kill Reach 02, dated November 13, 2001, the US Army Corps of Engineers, New York District announced the maintenance dredging (approx. 200,000 cubic yards) of the Arthur Kill Reach of the New York and New Jersey Channels with the placement of the dredged material at an approved and permitted placement site(s) provided by the contractor, and approved by the government.

During the initial, dredging cycle in FY 2003, 92,575 cubic yards of sediment was removed and placed at the approved site(s) (60,245 CY at OENJ Cherokee Bayonne site, NJ and 32,330 cubic yards which was not suitable for placement at the OENJ site, at the Port Authority Newark Bay Confined Disposal Facility).

During the 2<sup>nd</sup> dredging cycle in FY 2005/6, 82,510 cubic yards of sediment was removed and placed at the EnCap placement site in the Meadowlands, NJ.

During the 3<sup>rd</sup> dredging cycle in FY 2007, 54,510 cubic yards of sediment was removed and placed at the Fresh Kills Landfill in Staten Island, NY.

The recent condition survey revealed that approximately 250,000 cubic yards of sediment would need to be removed in order to restore the Arthur Kill to authorized project dimensions.

The US Army Engineer District, New York, is proposing to perform maintenance dredging of the critical shoals with disposal of up to 80,000 cubic yards of sediment that has accumulated in the Arthur Kill Reach of the New York and New Jersey Channels. That portion of the shoals remaining will be removed in future years under separate contracts. Maintenance dredging of the project can be accomplished by a clamshell dredge.

No work will occur during the environmental windows for winter flounder (February 1 to May 31) and between March 1 to July 31 for endangered and threatened birds (Hérons, Egrets and Peregrinne Falcons). The New York District continues to coordinate this project with NMFS, USFWS, NYSDEC, NYSDOS and NJDEP with regard to environmental compliance issues.

The proposed dredging with upland placement will be coordinated with the State of New Jersey Department of Environmental Protection, State of New York Department of Environmental Conservation and New York State Department of State for Water Quality Certifications and Coastal Zone Management Compliances.

#### **ENVIRONMENTAL IMPACT STATEMENT:**

An Environmental Impact Statement (EIS) was prepared by the U.S. Army Engineer District, New York in April 1973. An Environmental Assessment (EA) updating this EIS was prepared by the New York District for a similar maintenance dredging project in 2007. An update of the EA and a 404 (b) evaluation, as required by the Clean Water Act 40 CFR 230 will be prepared prior to the implementation of the proposed maintenance dredging work.

#### **PLACEMENT SITE:**

The dredged material will be transported by scows to a suitable upland placement site(s) furnished by the contractor and approved by the government. The dredged material will be required to meet all federal, state and local criteria required by the government agencies having jurisdiction where the placement site is located. All necessary permits required for the dredged material placement will be provided to the government by the contractor.

#### **MATERIAL DESCRIPTION:**

Sampling and testing for upland placement of the proposed dredged material is in progress. Data from past dredging cycles show the grain size characteristics in the Port Reading Reach/Fresh Kills Reach of the proposed dredged material to be:

0.0% GRAVEL, 4.8% SAND, 66% SILT, 29.1% CLAY

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and who did not receive a copy of this notice.

For more information on the USACE programs, please visit our website at <http://www.nan.usace.army.mil>.



Randall G. Hintz  
Chief, Operations Support Branch

Enclosures  
as stated

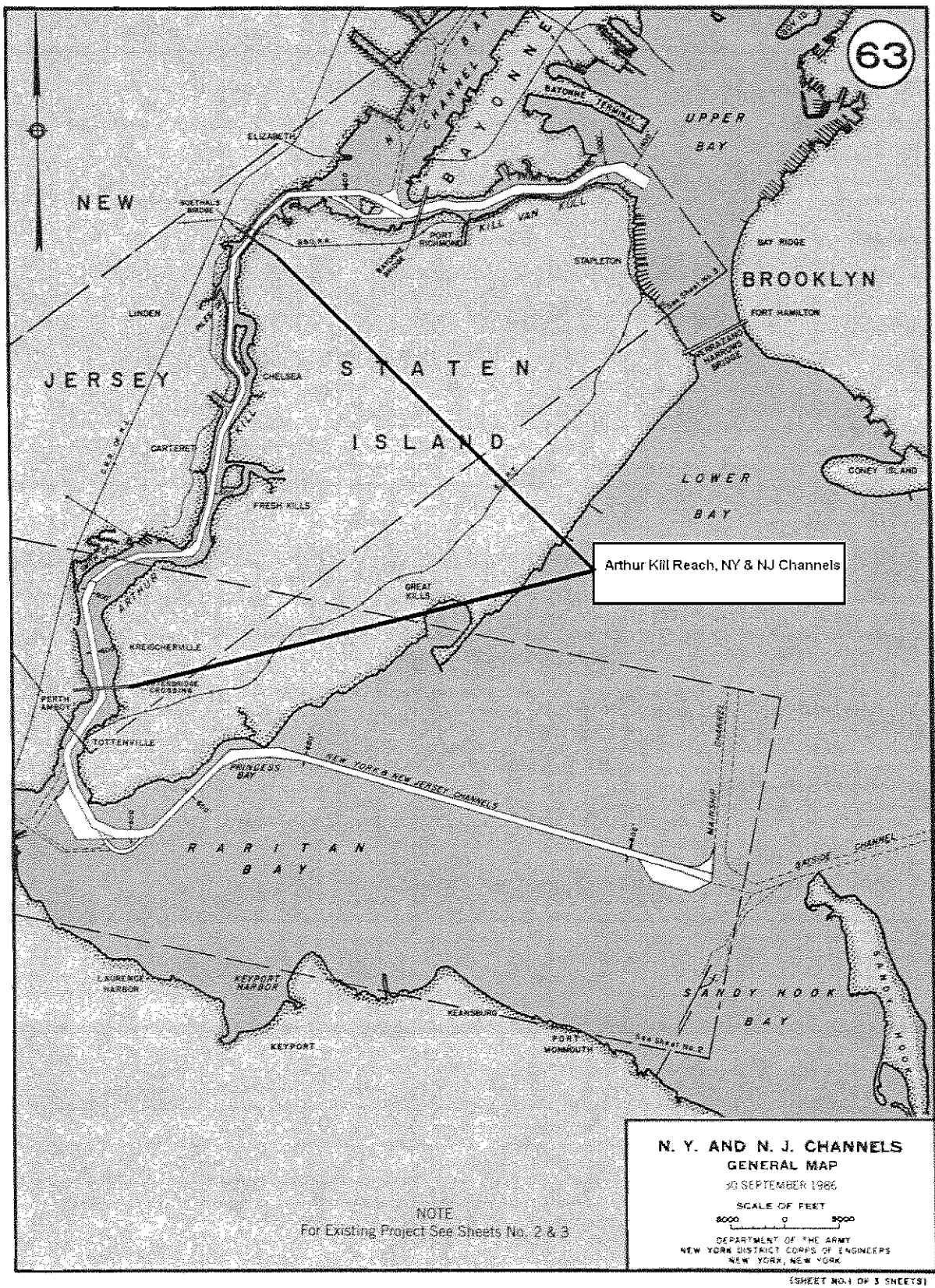


Figure 1

**REPORT OF CHANNEL CONDITIONS  
400 FEET WIDE OR GREATER  
(ER 1130-2-316)**

PAGE 1 OF 2 PAGES

DATE: Dec. 14, 2007

T0:

**FROM: U.S. Army Corps of Engineers  
New England District  
696 Virginia Road  
Concord, MA. 01742-2751**

RIVER/HARBOR NAME AND STATE: Providence River and Harbor, Providence, RI.  
Dwg. No. Pe. 483, Sheets 1-16 of 16, Dated 12 December 2007

MINIMUM DEPTHS IN  
CHANNEL ENTERING FROM SEAWARD

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MID-CHANNEL		RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH Nautical (miles)	MLLW DEPTH (feet)		LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	
<b><u>AFTER DREDGE/ CONDITION SURVEY</u></b>								
<b><u>40-Foot Entrance Channel</u></b>								
From about 170' seaward of Buoy FI G-25 upstream about 33,440' to Buoy FI R Bell-10	02-10/07	600 to 1,740 to 600 to 800 to 600 to 870	5.5	40.0	(1) 40.0	40.0	40.0	(2) 40.0
<b><u>Rumstick Neck Reach</u></b>								
Thence upstream about 13,660' to about 215' upstream of the Conimicut Point Light	02-10/07	870 to 600 to 680	2.3	40.0	40.0	40.0	40.0	40.0
<b><u>Conimicut Point Reach</u></b>								
Thence upstream about 6,300' to Buoy FI G-19	02-10/07	680 to 600 to 950	1.0	40.0	40.0	40.0	40.0	40.0
<b><u>Bullock Point Reach</u></b>								
Thence upstream about 12,890' to Buoy FI G-29	02-10/07	950 to 600 to 910	2.1	40.0	(3) 40.0	40.0	40.0	40.0

**GENERAL NOTE:** The information shown on this sheet(s) represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time.

**FOOT NOTES:**

- (1). Except for shoaling to 39.7' from 100' to 230' seaward of Buoy FI G-5 and shoaling to 38.5' within 50' along west channel limit.
- (2). Except for shoaling to 39.7' within 10' along east channel limit.
- (3). Except for shoaling to 39.4' within 50' along west channel limit from about 0' to 1,300' upstream of Buoy FI G-25.



**REPORT OF CHANNEL CONDITIONS  
400 FEET WIDE OR GREATER  
(ER 1130-2-316)**

PAGE 2 OF 2 PAGES

DATE: Dec. 14, 2007

TO:

FROM: **U.S. Army Corps of Engineers  
New England District  
696 Virginia Road  
Concord, MA. 01742-2751**

RIVER/HARBOR NAME AND STATE: Providence River and Harbor, Providence, RI.  
Dwg. No. Pe. 483, Sheets 1-16 of 16, Dated 12 December 2007

MINIMUM DEPTHS IN  
CHANNEL ENTERING FROM SEAWARD

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MID-CHANNEL		RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH Nautical (miles)	MLLW DEPTH (feet)		LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	
<b><u>AFTER DREDGE/ CONDITION SURVEY</u></b>								
<b><u>Sabin Point Reach</u></b>								
Thence upstream about 6,580' to Buoy FI G-37	02-10/07	910 to 600 to 760 to 650 to 700	1.1	40.0	(4) 39.2	40.0	40.0	(5) 39.0
<b><u>Fuller Rock Reach</u></b>								
Thence upstream about 5,640' to Fuller Rocks Light	02-10/07	700 to 990 to 890	0.9	40.0	38.5	40.0	39.7	(6) 39.0
<b><u>Fox Point Reach</u></b>								
Thence upstream about 8,985' to the end of the Federal Navigation Project	02-10/07	890 to 1,690 to 700	1.5	40.0	(7) 39.3	(8) 39.4	(9) 39.5	(10) 24.8

**GENERAL NOTE:** The information shown on this sheet(s) represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time.

**FOOT NOTES:**

- (4). Except for shoaling to 38.1' within 20' along west channel limit from about 550' seaward to about 1,350' upstream of Buoy FI G-35.
- (5). Except for shoaling to 37.5' within 15' along east channel limit from about 0' to 925' upstream of Buoy FI R-30; except for shoaling to 38.5' within 200' radius of Buoy FI R-34.
- (6). Except for shoaling to 37.1' within 10' along east channel limit from about 0' to 3,000' seaward of Fuller Rocks Light.
- (7). Except for shoaling to 38.5' within 15' along west channel limit about 1,160' upstream of Fuller Rocks Light; except for shoaling to 34.4' within 100' along west channel limit from about 75' to about 250' seaward of southeast corner of Promet Corporation Pier.
- (8). Except for shoaling to 27.7' from about 0' to about 390' seaward of upstream end of the Federal Navigation Project.
- (9). Except for shoaling to 27.4' from about 0' to about 400' seaward of upstream end of the Federal Navigation Project.
- (10). Shoaling to 24.8' located from the Fuller Rocks Light to approximately 550' upstream; 30.1' available elsewhere; except for shoaling to 25.4' from about 0' to about 400' seaward of upstream end of the Federal Navigation Project.

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

# Haverstraw, Hudson River, 2008

F—Flood, Dir. 345° True      E—Ebb, Dir. 166° True

July				August				September			
Slack	Maximum			Slack	Maximum			Slack	Maximum		
	h	m	knots		h	m	knots		h	m	knots
<b>1</b> Tu	0607	0857	0.8F	<b>16</b> W	0714	0947	0.6F	<b>1</b> F	0736	1030	0.9F
	1143	1441	1.1E		1228	1511	0.8E	○	1319	1609	1.0E
	1724	2052	1.3F		1749	2120	1.1F		1853	2217	1.1F
<b>2</b> W	0013	0322	1.4E	<b>17</b> Th	0040	0353	1.2E	<b>16</b> Sa	0123	0434	1.3E
	0656	0954	0.9F		0750	1029	0.7F		0802	1106	0.9F
●	1245	1537	1.2E		1313	1554	0.8E	<b>17</b> Su	1358	1650	1.1E
	1822	2147	1.3F		1829	2201	1.1F		1937	2259	1.1F
<b>3</b> Th	0104	0413	1.5E	<b>18</b> F	0115	0431	1.3E	<b>18</b> M	0201	0511	1.3E
	0745	1050	1.0F		0824	1109	0.8F		0827	1143	1.0F
	1343	1631	1.2E	○	1353	1636	0.9E		1439	1733	1.1E
	1920	2242	1.2F		1909	2242	1.1F		2023	2343	1.0F
<b>4</b> F	0157	0504	1.5E	<b>19</b> Sa	0153	0508	1.3E	<b>19</b> Tu	0238	0549	1.3E
	0837	1145	1.0F		0856	1148	0.8F		0854	1220	1.1F
	1439	1724	1.2E		1433	1717	0.9E		1521	1817	1.2E
	2016	2339	1.2F		1950	2325	1.1F		2112		
<b>5</b> Sa	0249	0555	1.4E	<b>20</b> Su	0231	0545	1.3E	<b>20</b> W	0317	0628	1.3E
	0929	1239	1.0F		0925	1227	0.9F		0926	1300	1.2F
	1532	1816	1.2E		1513	1758	0.9E		1606	1903	1.2E
	2112				2034				2205		
<b>6</b> Su	0341	0646	1.4E	<b>21</b> M	0309	0622	1.3E	<b>21</b> Th	0359	0710	1.2E
	1022	1332	1.0F		0952	1305	0.9F		1004	1342	1.2F
	1626	1908	1.1E		1555	1842	1.0E		1653	1952	1.2E
	2209				2123				2303		
<b>7</b> M	0430	0736	1.3E	<b>22</b> Tu	0347	0701	1.3E	<b>22</b> F	0446	0759	1.2E
	1114	1424	1.0F		1019	1344	1.0F		1050	1429	1.2F
	1722	2003	1.0E		1640	1929	1.0E		1742	2046	1.1E
	2312				2216						
<b>8</b> Tu	0517	0827	1.2E	<b>23</b> W	0425	0741	1.3E	<b>23</b> Sa	0006	0308	0.7F
	1203	1514	1.0F		1052	1424	1.1F	○	0543	0856	1.1E
	1821	2102	0.9E		1729	2020	1.0E		1144	1521	1.1F
<b>9</b> W	0021	0315	0.8F	<b>24</b> Th	0231	0545	1.3E	○	1835	2144	1.1E
	0602	0919	1.1E		0507	0826	1.2E		0111	0410	0.7F
○	1249	1604	1.0F		1130	1508	1.1F		0650	1001	1.0E
	1924	2205	0.8E		1820	2116	1.0E		1249	1619	1.1F
<b>10</b> Th	0137	0411	0.6F	<b>25</b> F	0026	0326	0.7F	<b>24</b> Su	1934	2247	1.1E
	0648	1011	1.0E		0555	0919	1.1E		0217	0517	0.7F
	1333	1653	1.1F	○	1216	1556	1.2F	<b>25</b> M	0805	1111	1.0E
	2027	2311	0.8E		1915	2216	1.0E		1402	1723	1.0F
<b>11</b> F	0255	0511	0.5F	<b>26</b> Sa	0138	0426	0.6F		2038	2351	1.1E
	0737	1104	0.9E		0654	1019	1.0E	<b>26</b> Tu	0321	0624	0.8F
	1416	1742	1.1F		1310	1648	1.2F		0919	1218	1.0E
	2124				2011	2317	1.0E		1516	1831	1.0F
<b>12</b> Sa	0407	0614	0.8E	<b>27</b> Su	0248	0531	0.6F		2145		
	0834	1156	0.8E		0805	1124	1.0E	<b>27</b> W	0054	0354	1.1E
	1459	1829	1.1F		1411	1744	1.2F		0422	0729	0.9F
	2214				2109				1026	1319	1.1E
<b>13</b> Su	0508	0717	0.4F	<b>28</b> M	0351	0639	0.7F		1625	1937	1.0F
	0938	1248	0.8E		0920	1229	1.0E	<b>28</b> Th	2250		
	1542	1915	1.1F		1516	1844	1.2F		0153	0454	1.2E
	2256				2207				0519	0827	1.0F
<b>14</b> M	0556	0813	0.4F	<b>29</b> Tu	0448	0744	0.8F		1125	1416	1.2E
	1041	1338	0.8E		1032	1331	1.1E		1726	2037	1.1F
	1626	1958	1.1F		1622	1945	1.2F		2350		
	2332				2304			<b>29</b> F	0613	0922	1.1F
<b>15</b> Tu	0637	0902	0.5F	<b>30</b> W	0542	0844	0.9F		1218	1510	1.3E
	1138	1425	0.8E		1136	1429	1.2E		1820	2133	1.2F
	1708	2039	1.1F		1725	2044	1.2F	<b>30</b> Sa	0044	0340	1.3E
								○	0704	1012	1.1F
				<b>31</b> Th	0001	0305	1.3E		1309	1600	1.3E
					0635	0940	1.0F		1912	2224	1.2F
					1234	1524	1.2E	<b>31</b> Su	0134	0429	1.3E
					1823	2141	1.2F		0750	1101	1.1F
									1359	1650	1.3E
									2004	2313	1.1F

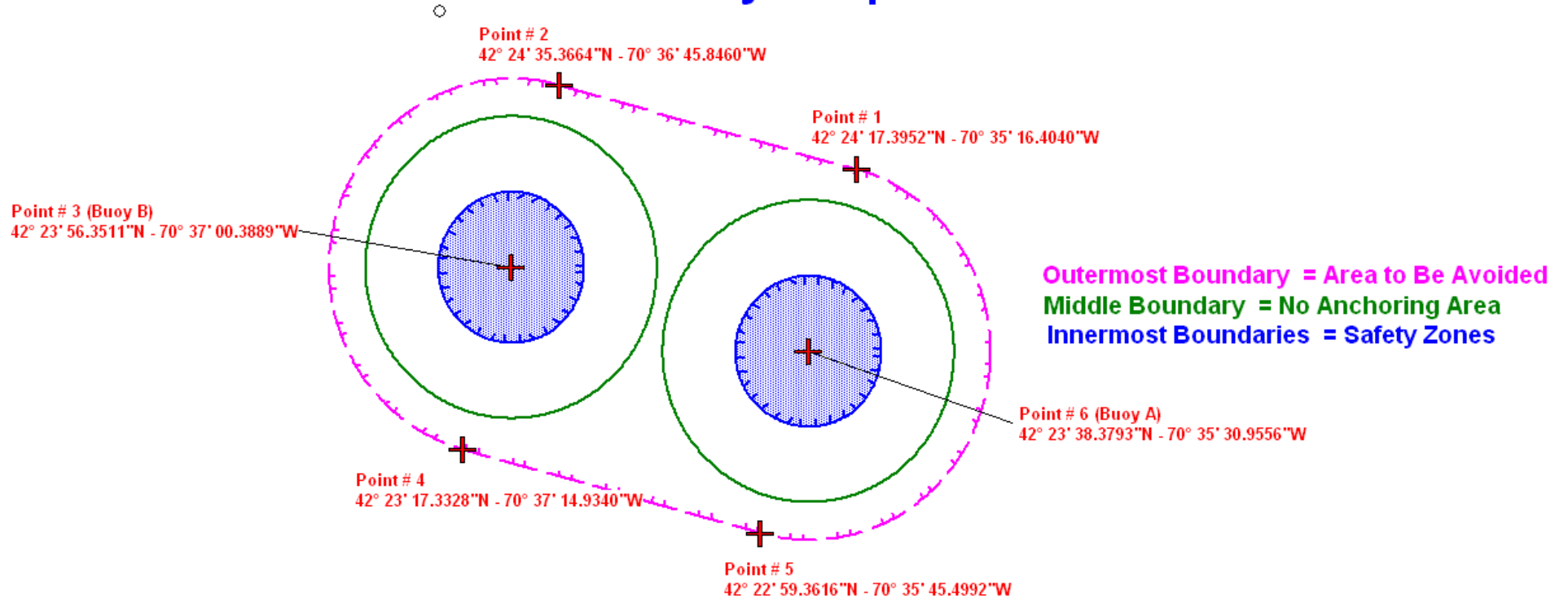
Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.

Time meridian 75° W. 0000 is midnight. 1200 is noon. Times are not adjusted for Daylight Saving Time.





# Northeast Gateway Deep Water Ports



#### **BERGEN POINT NAVIGATION RESTRICTIONS (REVISED)**

1. Effective Saturday August 11, under the provisions of 33 CFR 161.11, the Coast Guard is modifying the VTS Measures in place for portions of the Kill Van Kull (KVK) and Newark Bay channels, henceforth described as the Bergen Point Zone. Significant modifications from previous measures include: termination of vessel transit time restrictions (i.e. removal of queue times), and removal of time (tidal current) windows for vessels backing-out of the Arthur Kill. The modified restrictions below replace all previous measures issued by CG Sector New York and are intended to increase vessel transit flexibility commensurate with established safety standards, taking full advantage of increases in available channel widths and depths as a result of the dredging operations. The below measures will be tested for a period of approximately 30 days, after which, further modifications may be enacted.
  2. Bergen Point Zone Limits: the area bounded to the West by KVK Channel Lighted Buoy 16 (LLNR 37335), to the East by KVK Channel Lighted Buoy 12 (LLNR 37310) and to the North by Newark Bay Lighted Buoy 5 (LLNR 37400).
  3. Bergen Point Zone Transit Restrictions: The following provisions apply:
    - a. Tug Requirements: all vessels 800 feet in length or greater require two assist tugs. All vessels 900 feet in length or greater require three assist tugs.
    - b. Astern Tows: Astern tows are permitted in the KVK and the Bergen Point Zone. Vessel operators are responsible for determining the safest tow configuration and hawser length for an astern tow transit. The Coast Guard will require an assist tug for any tow transiting the Bergen Point Zone with an overall length greater than 700 feet. Vessels towing container barges shall require an assist tug at all times.
    - c. Weather Restrictions: car carriers, container ships, container barges, tankers in ballast and vessels towing astern may not transit the Bergen Point Zone whenever sustained wind speeds of 34 knots or greater exist, as measured from Robbins Reef Light (LLNR 34975).
    - d. Visibility Restrictions: for vessels or tug with tows 700 feet or greater, no transits are permitted if visibility is less than 1 mile. The Bergen Point Zone will be closed to all vessels except light tugs or vessels less than 300 gross tons when visibility is less than half a mile.
    - e. Bayonne Bridge Airdraft: all vessels must maintain at least 2 feet of air draft clearance while transiting under the Bayonne Bridge. For calculation purposes, the MHW clearance at the center span is assumed to be 151 feet.
  4. Transit Restrictions Waiver Requests: waivers to VTS measures established in paragraph 3 may be requested. Waivers will be reviewed and approved only if granting the waiver will not reduce the level of safety to navigation and port operations provided under existing measures. Waiver requests must be communicated to the VTS in writing by the mariner or Pilot assigned to the vessel. The following minimum information is required before a waiver can be considered:
    - a. Vessel's name, length, beam, draft and air draft
    - b. Availability of vessels bow or stern thruster(s), number and type of propeller configuration, shaft configuration and any other vessel control appurtenance that enhances the navigational control of the vessel.
    - c. Number, type and Base Horse Power of assisting tugs (if any).
    - d. Type of cargo and amount of cargo on board
    - e. Point of departure, destination and intended route.
    - f. Endorsement of requesting mariner or pilot responsible for vessel's transit.
    - g. Reason for the request.
- Questions regarding Waiver Requests should be referred to the VTS Watch Officer (718 354 4088) and written requests may be faxed (718 354 4096) or emailed to [D01-SMB-VTS-WatchOfficer@uscg.mil](mailto:D01-SMB-VTS-WatchOfficer@uscg.mil).
5. Dredging Operations: dredges are required to report their movements to Vessel Traffic Service New York (VTSNY) on VHF-FM channel 11 every 2 hours or any time their position changes. Additionally:
    - a. No vessel shall enter or transit any buoyed work area where drill barges and/or dredges are located without permission of VTS NY.
    - b. Each vessel transiting in the vicinity of a work area where drill barges and/or dredges are located is required to do so at no wake speed.
    - c. No vessel shall enter an area of drilling or blasting when advised by the drilling barge or VTSNY that a misfire or hang fire has occurred.Vessels already underway in the Bergen Point Zone shall proceed to clear the impacted area immediately.
  6. Vessel Traffic Service New York will continually assess conditions and may initiate further changes as necessary. Future changes will be disseminated in the Local Notice to Mariners, scheduled marine information broadcasts, and publication online at <http://homeport.uscg.mil>. Please address questions or comments to Mr. Patrick Mannion at (718) 354 4191 or via email to [Patrick.J.Mannion@uscg.mil](mailto:Patrick.J.Mannion@uscg.mil).

Chart(s) 12333

LNM 33/07

Marine Events

LOCATION	DATE/S	TIME	EVENT/SPONSOR	CHART
East River, Brooklyn Bridge (Brooklyn Side)	March 15-Nov 30	all	NYC Waterfalls, LLC	12335
East River, Manhattan Pier 35	March 15-Nov 30	all	NYC Waterfalls, LLC	12335
East River, Brooklyn Piers 4&5	March 15-Nov 30	all	NYC Waterfalls, LLC	12335
East River, Governors Island (vicinity of Ferry Terminal)	March 15-Dec 20	all	NYC Waterfalls, LLC	12335
Sheepshead Bay, Brooklyn NY	29JUN08	1130-1330	Deep Creek Yacht Club	12350
Shrewsbury River	June 14, 2008	1300-1900	SSYC Sailing Series & Regattas	12325
Shrewsbury River	June 15, 2008	1300-1900	SSYC Sailing Series & Regattas	12325
Shrewsbury River	June 21, 2008	1300-1900	SSYC Sailing Series & Regattas	12325
Shrewsbury River	June 22, 2008	1300-1900	SSYC Sailing Series & Regattas	12325
Shrewsbury River	June 29, 2008	1300-1900	SSYC Sailing Series & Regattas	12325
Hudson River	June 26, 2008	1200-1600	Water-Skiing Fund Raiser from Liberty Island to West Point, NY for CBTF	12335
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First Coast Guard District, Battery Park Building, NY 10004-1466 through July 7, 2008. Copies of the public notice which describe the proposal in detail can be obtained by writing to the above address or calling 212-668-7165.

Chart 13272 LNM 24/08 (CGD1)

**MASSACHUSETTS - WEYMOUTH - FORE RIVER - Bridge Demolition and Request for Advance Notice** – Bridge pier and fender demolition at the old Quincy Weymouth Route 3A is ongoing and will continue through January 2009. Mariners should exercise extreme caution while transiting the area.  
Chart 13270 LNM 24/08 (CGD1)

**MASSACHUSETTS – MASSACHUSETTS BAY-SOUTH RIVER – Bridge Construction** – Work is underway for the construction of a new Sea Street highway bridge and a temporary pedestrian bridge across the South River at mile 1.9, between Marshfield and Scituate, Massachusetts. Work barges will be located in and around the Sea Street Bridge construction area. Working hours are 7 a.m. to 5 p.m., Monday through Friday. Mariners are advised to exercise caution while transiting the area.  
Chart 13267 LNM 24/08 (CGD1)

**MASSACHUSETTS MOUNT HOPE BAY – TAUNTON RIVER – New Bridge Construction** – Construction work is in progress at the Route 6 Bridge across Taunton River at mile 1.8. Work equipment is operating in and around the channel. Mariners are advised to exercise caution when transiting the area.  
Chart 13221 LNM 24/08 (CGD1)

**MASSACHUSETTS – NARRAGANSETT BAY – TAUNTON RIVER – Partial Channel Obstruction** – New Bridge construction is ongoing at the new Brightman Street highway bridge, mile 2.1, across the Taunton River. Three construction work barges will be located against the fenders on both sides of the main navigational channel at the new bridge reducing the main channel width by 130 feet, Monday through Friday 24-hours a day. Other materials barges will be located outside the main shipping channel at various locations. The work barges will move upon request by calling Mr. Dan Butler (860) 883-0214 or Mr. Dennis Hartford (860) 335-1812 or VHF channel 5 or 16. Mariners should exercise caution while transiting the area and are advised to transit at their slowest safe speed to minimize wake.  
Chart 13221 LNM 24/08 (CGD1)

**MASSACHUSETTS – VINEYARD SOUND - LAGOON POND – Bridge Construction** – Work is underway for the construction of a temporary highway bridge across Lagoon Pond at mile 0.0, between Tisbury and Oak Bluffs, Massachusetts. Work barges will be located in and around the bridge construction area. Working hours will be 7:30 a.m. to 4 p.m., Monday through Friday. Mariners are advised to exercise caution while transiting the area  
Chart 13233 24/08 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – BARRINGTON RIVER – Bridge Construction** – New bridge construction for the Route 114 Bridge, mile 0.4, across the Barrington River at Barrington, Rhode Island is ongoing through 2010. New bridge piers are located in the waterway upstream from the temporary highway bridge. Work barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Saturday. Mariners are advised to exercise caution while transiting the area.  
Chart 13221 LNM 24/08 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – PALMER RIVER – Bridge Construction** – Removal of the old Route 114 Bridge and new bridge construction, mile 0.4, across the Palmer River between Warren and Barrington, Rhode Island is underway and will continue through 2010. Barges will be located at various locations during working hours 7 a.m. to 4 p.m., Monday through Friday. Mariners should exercise caution while transiting the area.  
Chart 13221 LNM 24/08 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – WEST PASSAGE – Bridge maintenance** – Various bridge maintenance work is ongoing at the Jamestown Verrazano Bridge, mile 5.7, across Narragansett Bay, West Passage between Jamestown and North Kingston, Rhode Island and will continue through November 30, 2008. Beginning May 1, 2008, a 30'x90' work barge will be located alongside the bridge piers at various locations outside the channel between 7 a.m. and 3:30 p.m. Monday through Friday. Mariners should exercise caution while transiting the area.  
Chart 13221 LNM 24/08 (CGD1)

**RHODE ISLAND – PROVIDENCE RIVER APPROACH – PROVIDENCE RIVER – Bridge Construction** – Construction of the new I-195 Bridge, mile 2.1, across the Providence River, south of the hurricane barrier, is underway. Barges are positioned at various locations on the west side of the waterway outside the main channel. Mariners should exercise caution while transiting the area.  
Chart 13221 LNM 24/08 (CGD1)

**RHODE ISLAND – NARRAGANSETT BAY – SEEKONK RIVER – Bridge Construction & Channel Restriction** – Bridge construction is on going at the I-195 Washington Bridge, mile 0.6, across the Seekonk River. A 50' x 40' utility barge and a 80' x 50' crane barge will be stationed in the main channel at all times 24/7 under the center span of the bridge along the bridge protective fender on one side or the other through June 1, 2008. Vessels that need the full channel width for passage may contact the contractor, Test Corporation, via VHF channel 13 & 16 or by calling (781) 245-3555. Mariners should exercise extreme caution while transiting the area.  
Chart 13221 24/08 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW LONDON HARBOR AND VICINITY – THAMES RIVER – Notice of Temporary Deviation from Regulations** – The Commander, First Coast Guard District, has issued a temporary deviation from the regulations governing the operation of the Amtrak Bridge, at mile 3.0, across Thames River. Under this temporary deviation the bridge may remain in the closed position from June 1, 2008 through June 13, 2008 and from June 18, 2008 through June 20, 2008. From June 21, 2008 through June 30, 2008, the draw may remain in the closed position; except that, the draw shall open for the passage of vessel traffic as follows:

Monday through Friday: 5 a.m. to 5:40 a.m., 11:20 a.m. to 11:55 a.m., 3:35 p.m. to 4:15 p.m. and 8:30 p.m. to 8:55 p.m.

Saturday 8:30 a.m. to 9:10 a.m., 12:35 p.m. to 1:05 p.m., 3:40 p.m. to 4:10 p.m., 5:35 p.m. to 6:05 p.m. and 7:35 p.m. to 8:40 p.m.

Sunday 8:30 a.m., to 9:20 a.m., 11:35 a.m. to 12:15 p.m., 1:30 p.m. to 1:55 p.m., 6:30 p.m. to 7:10 p.m. and 8:30 p.m. to 9:15 p.m.

The bridge shall open on signal at any time for U.S. Navy submarines and their associated escort vessels. Vessels that can pass under the draw without a bridge opening may do so at all times. Mariners are advised to transit the area with caution and plan accordingly.  
Chart 13213 LNM 24/08 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – NEW HAVEN HARBOR – QUINNIPIAC RIVER – Emergency Deck Repairs** – Deck repairs to the I-95 Bridge, mile 0.1, across Quinnipiac River is in progress and will continue through 30 July 2008. There will be no vertical or horizontal clearance reduction in the channel.  
Chart 12371 LNM 24/08 (CGD1)

**CONNECTICUT – LONG ISLAND SOUND – HOUSATONIC RIVER AND MILFORD HARBOR – HOUSATONIC RIVER - Emergency Deck Repairs** – Contractor have shut down for the winter. There are no vertical or horizontal clearances in the main navigation channel of the I-95 Bridge at mile 3.9 across Housatonic River between Milford and Stratford, Connecticut. A 30ft barge will be moored outside the navigation channel during the winter. Work will resume spring of 2008.  
Chart 12370 LNM 24/08 (CGD1)

**NEW YORK – LONG ISLAND SOUND – OYSTER AND HUNTINGTON BAYS - OYSTER BAY – MILL NECK CREEK – Final Rule** – The Coast Guard has changed the drawbridge operation regulations that govern the operation of the Bayville Bridge at mile 0.1, across Mill Neck Creek at Oyster Bay, New York. This final rule authorizes the bridge to open on signal between 7 a.m. and 11 p.m. from May 1 through October 31 and between 7 a.m. and 5 p.m., Monday through Friday, from November 1 through April 30. At all other times the bridge is authorized to open after a two-hour advance notice is given by calling the number posted at the bridge. This rule is effective June 23, 2008.  
Chart 12365 LNM 24/08 (CGD1)

**NEW YORK – LONG ISLAND SOUND AND EAST RIVER – HEMPSTEAD HARBOR TO TALLMAN ISLAND – HEMPSTEAD HARBOR – Bridge Replacement** – Construction is underway for the replacement of the Route 25A (Roslyn Viaduct) bridge over Hempstead Harbor and will continue through June 2009. Hot work will be occasionally performed between 0700 and 1530. There are no obstructions in the channel. Mariners are advised to exercise caution when transiting the area.  
Chart 12366 LNM 24/08 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – SLOOP CHANNEL - Bridge Replacement/Channel Closure** – Construction is underway for the replacement of the Wantagh State Parkway Bridge across Sloop Channel at mile 15.4. A 92' x 160' heavy lift ringer crane barge, a 72' x 250' pile scow and several work barges are operating in and around the work zone blocking the channel. This floating equipment poses safety hazards for mariner's transit through the bridge site. The Captain of the Port, Long Island has established a temporary safety zone in the waters surrounding the bridge. This zone is necessary to protect vessels transiting in the area from hazards imposed by construction barges and equipment. Entry into this zone is prohibited unless authorized by the Captain of the Port, Long Island Sound. Mariners must bypass this work site and use a northerly alternate route through the Goose Creek Bridge. Mariners are also advised to reduce wake and exercise caution when approaching the construction area.  
Chart 12352 LNM 24/08 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – STATE BOAT CHANNEL - Bridge Painting/Channel Restrictions** – Painting of northbound spans of the Robert Moses Causeway (Captree) across State Boat Channel at mile 30.7 is in progress. A painting platform will be suspended from the bascule spans over the navigational channel which will reduce the vertical clearance by 6.6 feet. The bridge will be unable to open for vessel traffic through June 15 2008. A work barge measuring 30 ft by 45ft is operating in the main navigation channel. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 30 minutes in advance. The barge will be moored under the flanking span after work hours. All vessels capable of passing under the closed draw may do so at anytime. The painting is expected to be completed by June 15, 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12352 LNM 24/08 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – STATE BOAT CHANNEL – Notice of Temporary Deviation from Regulations** – The Commander, First Coast Guard District, has issued a temporary deviation from the regulation governing the operation of the Robert Moses Causeway across State Boat Channel at mile 30.7, New York. Under this temporary deviation the Robert Moses Causeway may remain in the closed position from March 31, 2008 through June 15, 2008. This deviation is necessary to facilitate scheduled bridge maintenance. Mariners are advised to plan their transits accordingly  
Chart 12352 LNM 24/08 (CGD1)

**NEW YORK – SHINNECOCK BAY TO EAST ROCKAWAY INLET – GREAT SOUTH BAY - Bridge Painting** – Painting of the entire superstructure of both the north and southbound spans of the Robert Moses Causeway at mile 7.3 across Great South Bay continues. Scaffolding under the girder spans and the remainder of bridge (stringer spans) will reduce the vertical clearance by three feet. There are no vertical or horizontal clearance reductions in the main navigation channel. All work will be completed by July 18, 2008. Mariners are strongly advised to use the main navigational channel and exercise extreme caution when transiting area.  
Chart 12352 LNM 24/08 (CGD1)

**NEW YORK – TALLMAN ISLAND TO QUEENSBORO BRIDGE – FLUSHING RIVER - Bridge Rehabilitation/Channel Closures** – Rehabilitation of Whitestone Expressway (I-678) Bridge across the Flushing River at mile 0.2 continues. The ongoing work includes erecting bearings and structural steel spans over the channel. Construction barges will be blocking the navigable channel during working hours. Mariners requiring full horizontal clearance can contact contractor at 718-446-7000 extension 229. **Captain of the Port has authorized full channel closures of the Flushing River on May 28 and May 29, 2008. There will also be intermittent channel closures from May 30 to June 11 2008, weekdays only.** Mariners are advised to plan accordingly, transit the area with caution and reduce wake.  
Chart 12339 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER – Bridge Painting /Scaffolding** – Painting of Throgs Neck Bridge across the East River at mile 15.8 is in progress. Scaffolding was installed under the bridge and will reduce vertical clearance by approximately 3 feet. Scaffolding will remain under the bridge through August 2010. A tug and barge measuring 60ft X 150ft will also be operating at the Bronx and Queens towers outside the navigable channel. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12339 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER –Barge Placement**- Commencing 7 May 2008 and continuing through 1 September 2008, a spud barge measuring 32ft x 110ft will be moored outside the navigable channel behind the Queens anchorage under the Bronx-Whitestone Bridge across the East River at mile 13.8. The barge is being utilized during the ongoing bridge rehabilitation project. Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR –EAST RIVER – Bridge Rehabilitation** – Rehabilitation to the structural, mechanical and electrical components of the Roosevelt Island vertical lift bridge across the East River at mile 6.4 is in progress. Safety scaffolding which reduces the available vertical clearance by approximately 3 feet has been installed under the span to prevent debris from falling into the waterway. Tugs and barges will be operating under the bridge at various locations between 0700 1600, daily. Barges will be moored outside the navigable channel after work hours. Mariner requiring full horizontal clearance under the bridge can contact the tug operator via marine radio VHF-FM channel 13/16. This project is expected to be completed by December 2009. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – Vertical Clearance Reduction** – New York City Department of Transportation (NYCDOT) has resumed the painting project at the Queensboro (59<sup>th</sup> St.) Bridge across the East River at mile 5.5. NYCDOT has installed scaffolding under the bridge for access to the undersides of the bridge deck and to prevent paint and debris from falling into the waterway. Scaffolding reduces the available vertical clearance by approximately 3 feet. This project is expected to be completed by 1 July 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK- NEW YORK HARBOR –EAST RIVER – Vertical Clearance Reduction** - Biennial Bridge inspection of Queensboro (59<sup>th</sup> Street) Bridge across the East River at mile 5.5, will commence on or about 5 May 2008 and continue until 31 October 2008. At times traveler platform will be operating at various locations over the navigable channel which will reduce the vertical clearance by approximately 15 feet. Bridge inspectors will be equipped with marine radios and will be monitoring channels 13/16 VHF-FM. Mariners requiring the full vertical clearance under the bridge can contact the bridge inspector and request the traveler platform be moved out of the navigable channel. Traveler platform will be moved out of the navigable channel after work hours or when not in use. Mariners are advised to exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation** – Rehabilitation of the Williamsburg Bridge across the East River at mile 2.3 is in progress. All work is being performed on the bridge and does not affect navigation. This project is expected to be completed by end of December 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK - NEW HARBOR – EAST RIVER – Bridge Traveler Platform Replacement** – Traveler platform replacement at the Williamsburg Bridge across the East River at mile 2.3 is in progress. During work hours traveler platform might be operating over the navigable channel. Vertical clearance will be reduced by the traveler platform by approximately 15 feet. This project is expected to be completed prior to end of June 2008. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK - NEW HARBOR – EAST RIVER – Vertical Clearance Reduction** – Rehabilitation of the traveler platforms and rails at the Brooklyn Bridge is in progress. Temporary scaffolding under the bridge has been installed. **Temporary scaffolding reduces the vertical clearance by approximately 6 inches except for the marked 400 foot temporary channel in which the vertical clearance reduction does not exceed 1 inch.** The temporary 400 foot channel is marked by two green navigational light pipes on both the up and downstream sides of the bridge. The temporary 400 foot navigational channel is free and clear of all obstructions at all times for passage of large vessels. This project is expected to be completed by December 2008. A small safety boat will be stationed either at the Manhattan or Brooklyn towers. Mariners are advised to exercise caution, reduce wake when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK- NEW HARBOR –EAST RIVER – Vertical Clearance Reduction** - Biennial Bridge inspection of Brooklyn Bridge across the East River at mile 0.8, will commence on or about 2 June 2008. At times a 24ft X 30ft temporary scaffolding platform will be operating at various locations over the navigable channel which will reduce the vertical clearance by approximately 3 Ft. Bridge inspectors will be equipped with marine radios and will be monitoring Chan. 13/16 VHF-FM. Mariners requiring the full vertical clearance of the bridge can contact the bridge inspector and request the temporary platform be moved out of the navigable channel. Temporary platform will be moved out of the navigable channel after work hours or when not in use. Inspection is expected to be completed by 2 September 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER – Bridge Rehabilitation/Vertical Clearance Reduction** – Rehabilitation of the Manhattan Bridge across the East River at mile 1.1 is in progress. Scaffolding has been installed under the entire span reducing the available vertical clearance by approximately 2 feet. Mariners are advised to exercise caution when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Channel Closures/Bridge Reconstruction** – Rehabilitation of the Hamilton Ave Bridge across Gowanus Canal at mile 1.2 is in progress. A 4.5 ft wide platform, providing access to the work area, is installed along the length of the side canal (outside the navigable channel) and appropriately lighted. Kayaks and canoes will continue to be able to use the canal. Two 20ft X 40ft barges will be operating in the navigation channel between 0700 and 1700 daily, through January 2009. Mariners requiring one or both barges to move must contact the contractor via marine radio channel 13/16 or by calling 201-400-5243 four hours in advance. Barges

will move out of the navigable channel after working hours. **Captain of the Port has authorized the channel closures of the Gowanus Canal from 0600 June 26 to 0559 July 6, 2008, and from 0600 August 1 to 0559 August 15, 2008.** Mariners are advised to plan accordingly, transit the area with caution and reduce wake.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – UPPER BAY – BAY RIDGE CHANNEL – GOWANUS CANAL – Temporary Final Rule** – The Coast Guard has temporarily changed the drawbridge operating regulations governing the operation of the Hamilton Ave Bridge across the Gowanus Canal at mile 1.2. This temporary rule requires a four-hour notice for bridge openings from November 5, 2007 through January 15, 2009. This temporary rule is necessary to facilitate rehabilitation construction at the bridge. Mariners are advised to plan accordingly.  
Chart 12350 LNM 24/08 (CGD1)

**NEW YORK - EAST RIVER - NEWTOWN CREEK - DUTCH KILLS - Bridge Closure** - The Long Island Railroad Swing Railroad (DB) Bridge across Dutch Kills at mile 1.1 will be closed to marine traffic until further notice due to structural damage and deterioration of the center pier. The bridge is no longer operable as a swing bridge. Mariners are advised to plan accordingly. If you need additional information contact Mr. James A. Pagano of the Long Island Railroad at (718) 558-3152.  
Chart 12335 LNM 24/08 (CGD1)

**NEW YORK – NEW YORK HARBOR – EAST RIVER – HARLEM RIVER – Triborough Bridge Lift Span Bridge Maintenance** – The Commander First Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Triborough (125<sup>th</sup> Street) Vertical Lift Bridge across the Harlem River at mile 1.3 at New York City, New York. Under this temporary deviation the draw may remain in the closed position from May 1, 2008 through August 31, 2008 to facilitate bridge maintenance, cleaning and painting.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER – Willis Avenue Bridge Swing Span Replacement** – Replacement of the new truss swing span for the Willis Avenue Bridge across the Harlem River at mile 1.5, is in progress. Bridge is operational; however, work on the swing span, approaches and waterway will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channel. Two work barges and a temporary boat access will be moored at the Manhattan side of Harlem River between Willis Avenue and Third Avenue Bridges. One work barge will also be moored downstream of the bridge at the Manhattan side behind the fender system. Hours of operation are between 0700 to 1700, Mondays to Fridays. This project is expected to be completed by end of 2011. More information will be published as received. Mariners are advised to proceed with extreme caution and reduce wake when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER – 145<sup>th</sup> Street Bridge Swing Span Replacement** – Replacement of new truss swing span for the 145<sup>th</sup> Street Bridge is in progress. Bridge is operational; however, work on the swing span and approaches will require periodic, alternating, half channel closures. Signs posted on the up and downstream sides of the bridge will indicate the open and closed channel. Mariners are advised to exercise caution and reduce wake when transiting the area.  
Chart 12342 LNM 24/08 (CGD1)

**NEW YORK - NEW YORK HARBOR – EAST RIVER- HARLEM RIVER – Fender Repair/Channel Restriction** –A crane barge measuring 196' X 48' will block the North channel under Amtrak's Spuyten-Duyvil swing RR Bridge at mile 7.9 across the Harlem from 7 a.m. until noon on June 18, 2008. The bridge will continue to open for navigation and the South channel will remain clear for the passage of all marine traffic. At approximately noon on June 18, 2008 the crane barge will move to the South channel where it will remain until the end of the workday on July 2, 2008. During this period the North channel will remain completely open for the passage of marine traffic and the bridge will continue to operate. These blockages are required to complete fender repairs at the bridge. Mariners are advised to navigate the open channel only and exercise extreme caution when transiting the area.  
Chart 12342 LNM 24/08(CGD1)

**NEW YORK – NEW YORK TO WARPINGER CREEK - HUDSON RIVER - Vertical Clearance Reduction/Hot Works** – Deck replacement at the Tappan Zee Bridge across the Hudson River at mile 27.7 is ongoing. Scaffolding which reduces the available vertical clearance by **approx. 5ft** has been installed under the bridge; **however, a 200ft wide horizontal opening which provides a minimum vertical clearance of 138ft will be maintained at all times through the main channel for passage of large vessels. The 200ft opening will be marked with two green lights on both the up and downstream sides of the bridge.** Hot work will be conducted during nighttime hours, Monday through Saturday, and will continue through the end of November 2008. The resident engineer or contractor is equipped with a VHF-FM marine radio and is monitoring channel 13/16 during hours of operation. All welding and burning will cease upon approach of a vessel and shall not start again until the vessel has passed the bridge. Mariners are strongly advised to contact "Tappan Zee Bridge" via marine radio to alert the workers that a vessel is approaching so that hot works cease. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12343 LNM 24/08(CGD1)

**NEW YORK – NEW YORK TO WAPPINGER CREEK – HUDSON RIVER – Fender System Installation** - Fender system installation at the George Washington Bridge across the Hudson River at mile 11.0 is in progress. Two crane barges measuring 40ft X 110 and two scow barges measuring 30ft X160 and 30ft X 90 ft will operate at the New Jersey side tower of the bridge, outside the navigable channel. This project is expected to be completed by 1 November 2008. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12347 LNM 24/08(CGD1)

**NEW YORK – NEW YORK TO WAPPINGER CREEK - HUDSON RIVER – Bridge Cable Inspection** - Inspection of the bridge suspension cable is in progress at the Bear Mountain Bridge across the Hudson River at mile 46.7 and continues through 31 May 2008. Navigation will not be affected by this project. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12347 LNM 24/08 (CGD1)

**NEW YORK – HUDSON RIVER– UPPER HUDSON RIVER - Vertical Clearance Reduction** - Painting of the Rip Van Winkle Bridge across the Hudson River at mile 113.6 is in progress. Scaffolding was installed and reduces the available vertical clearance by approx. 4 ft. This project is expected to be completed by 1 September 2008. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12347 LNM 23/08(CGD1)

**NEW YORK – JAMAICA BAY AND ROCKAWAY INLET – ROCKAWAY INLET – JAMAICA BAY – Bridge Rehabilitation** – Construction to the Cross Bay Blvd Bridge across Jamaica Bay at mile 6.0 is in progress. Installation of the shield/temporary work platform below the entire bridge length



will reduce the vertical clearance by no more than five feet. Synchronized blinking red lights will be installed under the platform, spaced every 25 feet and visible to both upstream and downstream navigation. Barges will be operating in the channel during construction. This project is to be completed by August 31, 2010.  
Chart 12350 LNM 24/08 (CGD1)

**NEW JERSEY – RARITAN BAY – RARITAN RIVER – Bridge Widening** – Widening of the Driscoll (Garden State Parkway) Bridge across Raritan River at mile 2.2 is in progress. At times floating equipment will be operating in the waterway. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12332 LNM 24/08 (CGD1)

**NEW JERSEY – SANDY HOOK TO LITTLE EGG HARBOR – SHREWSBURY RIVER - Bridge Replacement** – Work to replace the Atlantic Highlands - Route 36 Bridge across Shrewsbury River at mile 1.8 will commence on or about 3 April 2008. Work barges measuring **110ft X 32ft, 100ft X 100ft, 80ft X 60ft, 60ft X 80ft, 3 tugs and a 24ft safety boat** will be operating in the waterway. This project is expected to be completed by the end of 2010. Mariners are advised to exercise extreme caution when transiting the area and to only transit the main channel.  
Chart 12324 LNM 24/08 (CGD1)

**NEW YORK – NEW JERSEY - NEW YORK HARBOR –THE NARROWS --Biennial Bridge Inspection--** Biennial Bridge inspection of the Verrazano Bridge across the New York Harbor at mile 0.0 will commence on or about 1 May 2008 and continue through 1 November 2008. An under bridge inspection type vehicle (UBIU) that extends over the side and beneath the bridge will be used. Vertical clearance under the bridge will be reduced by approximately 10 feet when the UBIU is in use. Bridge inspectors will monitor Chan. 13/16 VHF-FM. Mariners requiring the full vertical clearance can contact the bridge inspector to move the UBIU out of the navigable channel. In addition, inspection of the tower bases and pier protection will be done. The contractor is planning to gain access to these areas via the roadway. Mariners are advised to exercise caution when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK AND NEW JERSEY - NEW YORK HARBOR – KILL VAN KULL – Bridge Rehabilitation** - Work platforms necessary to conduct structural steel repairs have been erected at sidewalk level above the roadway of the Bayonne Bridge across Kill Van Kull at mile 1.5. No work is expected to be performed over the main channel. This project is expected to be completed by October 2008. Contractor will be equipped with marine radios and will monitor Channel 13/16 VHF-FM during hours of operation. Mariners are advised to exercise caution when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Fender Damage** – The fender system at the west rest pier of Amtrak's Portal Railroad Bridge across the Hackensack River at mile 5.0 was severely damaged due to a fire. Until further notice mariners are requested to avoid the west draw and transit the east draw only. Mariners are advised to reduce wake and exercise caution when transiting the area.  
Chart 12337 LNM 24/08 (CGD1)

**NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Bridge Inspection** – Inspection of the Route 7 Bridge over Hackensack River at mile 3.1 will commence on July 14, 2008. The hours of operation will be from 0800 to 1600. The contractor will operate a barge with a man lift to inspect underneath the bridge. This operation will not affect the operation of the bridge. Mariners requiring full horizontal clearance can contact the contractor via marine radio VHF-FM CH 13/16 30 minutes in advance. No barge will be in the channel after work hours. The inspection is expected to be completed by July 31, 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12337 LNM 24/08 (CGD1)

**NEW JERSEY – PASSAIC AND HACKENSACK RIVERS – HACKENSACK RIVER – Bridge Painting** – Painting of New Jersey Transit's HX RR Bridge across Hackensack River at mile 7.7 is in progress. Reduction in vertical clearance caused by the scaffolds and belly tarps will not exceed 2.5 feet and will not affect the operation of the bridge. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16 thirty minutes in advance of transit. This painting project is expected to be completed by December 31, 2008. Mariners are advised to exercise caution when transiting the area.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – HACKENSACK RIVER – Navigational Lights Extinguished** – The Coast Guard has received a report that all navigational lights on the DB RR Bridge across Hackensack River at mile 5.4, are extinguished. Mariners are advised to exercise extreme caution when transiting the area.  
Chart 12337 LNM 24/08 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY– PASSAIC RIVER – Bridge Out of Service** – Amtrak reported that their "Dock" VL Bridge across Passaic River at mile 5.0 is unable to open due to electrical problem with the submarine cable that supplies power to the bridge. Parts are on order and Amtrak estimates that the bridge will be restored to normal operations by mid June 2008. The bridge was last opened for marine traffic in 2004. Vertical clearance under the closed span is 24ft at MHW and 29ft at MLW. Mariners are advised to plan accordingly.  
Chart 12337 LNM 24/08 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – NEWARK BAY – PASSAIC RIVER – Bridge Rehabilitation** – Rehabilitation of the Route 280 (Stickle Memorial) Vertical Lift Bridge is in progress. At times work barges might be operating in the channel, however after work hours barges will be moored outside the navigable channel. Vertical clearance under the closed span is approximately 35 feet at MHW and 40 feet at MLW. This project is expected to be completed by the end of 2008. Mariners are advised to plan accordingly.  
Chart 12337 LNM 24/08 (CGD1)

**NEW YORK – NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Biennial Bridge Inspection** – Biennial bridge inspection of the Goethals Bridge across Arthur Kill across 11.5 is in progress. Hours of operation during the inspection are from 0730 to 1630 Monday through Friday. A 60ft bucket truck will be used to access the area above the roadway. Riggings and a 3 X by 24 ft platform beneath the bridge will not reduce the vertical clearance in the navigational channel by more than one foot. The platform will be secured above the bottom girder when not in use. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16. Underwater diving operation will also be conducted at the bridge. Mariners are advised to exercise caution when transiting the area. This project is to be completed by September 15, 2008.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK – NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Biennial Bridge Inspection** – Biennial bridge inspection of the Outerbridge Crossing Bridge across Arthur Kill at 2.0 is in progress. Hours of operation during the inspection are from 0730 to 1630 Monday through Friday. A 60ft bucket truck will be used to access the area above the roadway. Riggings and use of 3 X 24 ft platform beneath the bridge will not reduce the vertical clearance in the navigational channel by more than one foot. The platform will be secured above the bottom girder when not in use. Mariners requiring full vertical clearance can contact the contractor via marine radio VHF-FM CH 13/16. Underwater diving operation will also be conducted at the bridge. Mariners are advised to exercise caution when transiting the area. This project is to be completed by September 15, 2008.  
Chart 12327 LNM 24/08 (CGD1)

**NEW YORK AND NEW JERSEY – NEW YORK HARBOR – ARTHUR KILL – Test Deviation** - The Commander First Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Railroad Lift Bridge across Arthur Kill at mile 11.6 between Staten Island, New York and Elizabeth, New Jersey. Under this temporary deviation beginning June 1, 2008, the draw must remain in the open position except for periods when it may close for the passage of trains. Refer to HOMEPOR website for specifics on bridge operations during this test. Comments on this test are encouraged and should be forwarded to Commander (dpb), First CG District, One South Street – Battery Bldg, New York, NY 10004-1466 through September 21, 2008.  
Chart 12333 LNM 24/08 (CGD1)